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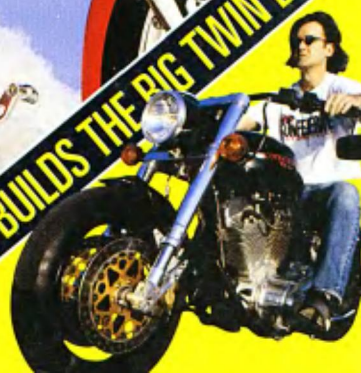
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TAKING IT EASY

This oughta make the feminists raging mad. A circuit court judge gave a rapist probation for an attack against a drunken woman, remarking that finding an unconscious woman on a bed was "the dream of a lot of males, quite honestly."

A gangster on trial for murder and racketeering was sitting there in the courtroom listening to the prosecutor's closing argument. He needed to go to the rest room—badly. But the prosecutor droned on until the gangster got fed up, unzipped his fly, and peed on the floor.

He thought he had a brilliant idea. He was sitting at a bar, drunk, and had the idea to tell the police there was a bomb at another bar, hoping to divert enough officers to that bar so that he might be able to drive home undetected. But because he'd been drinking so much, he stayed on the phone a long time, giving the dispatcher time to have the call traced.

Speaking of drunks, this guy didn't want to drive his car because he'd had way too many, but he had to get to wherever it was he was going. So he put his pet iguana, Finely, at the wheel and slouched down next to him just high enough to be able to see where he was steering the car. Needless to say, when the police saw an iguana driving, they pulled him over.

Some people just seem to gravitate to their familiar stomping grounds. This guy robbed a bank and later returned, trying to deposit part of his loot. But the teller thought she recognized him and alerted the bank. The serial numbers matched those that were stolen so now he has to do time in unfamiliar surroundings.

A Chilean policeman who became a national celebrity last year when a bullet fired by a bank robber bounced off the pen in his pocket, leaving him unscratched except for an ink stain on his shirt, died last week when a tree fell on his car.

He took an exam to become a policeman, but because he passed with too high a score, he was rejected! They said that candidates who score too high could get bored with police work and leave not long after undergoing academy training that costs about \$25,000. Some guy came up to him on the street with an outstretched hand and said, "I'm proud to know you're not dumb enough to be a police officer."

There are always some fringe parties in elections, but Great Britain's tops them all. One was called, "Black-haired, Medium-Build Caucasian Party," but the "Mediterranean Raving Loony Party" ran the most candidates. Its main platform plank was to tow Britain 500 miles into the Mediterranean Sea to improve the country's climate, and 50 other MRLP candidates for various offices made proposals such as requiring dogs to eat phosphorescent food so that pedestrians could more easily avoid stepping in their shit.

Another lawsuit story. This woman was going bald and was desperate to try anything, so she got some Rogaine. Well, it worked really well and now she's got sideburns and a beard. You guessed it—she's suing.

Here's one from the not too swift file! He had a very bad roach problem in his small apartment, so he went out and bought nine roach bombs (two would have done the job). Well, the pilot in the oven caught the fumes on fire and burned the entire building down, along with the rest of the block. Now he's free of roaches ... as well as a place to live.

The *Australian Medical Journal* reported a case of lead poisoning by an electrician who chewed electrical cable to satisfy his nicotine urge when he was forced to work in non-smoking buildings. The man said he chewed almost a yard of cable a day for nearly 10 years because it had a sweet taste, especially near the center.

A religious fertility celebration in Japan, designed to improve the rice harvest, featured, as usual, a 12-foot-long, bright pink, plastic penis carried through the street followed by displays of smaller organs and a giant banner of a blood-vessel penis, testicles, and pubic hair. Souvenir candy of the same shape was sold during the event, and at the end of the parade, the giant organ was placed on the fertility shrine.

I don't know if you would call this creative thinking or what, but a woman stole a check made out to the Tension Envelope Company. She thought she'd try to cash it as a personal check and forged her signature as Ms. Tension Nicole Envelope. She didn't get to spend the money.

Here's a new robbery twist. This woman was arrested for the robbery of a motel. Her weapon? She was wielding an electric chain saw that wasn't plugged in.



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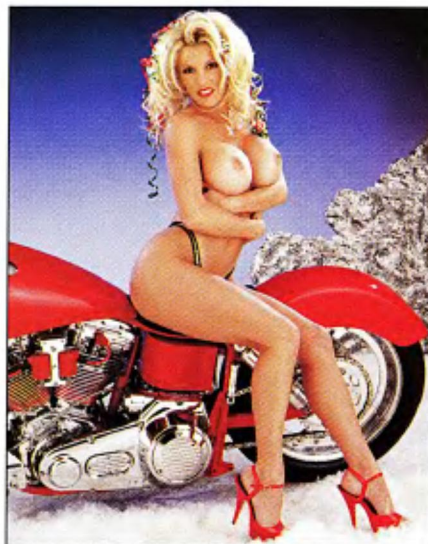
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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 294 • DECEMBER 1997

and drunken Santas



Cover photo of Santa's li'l helper, Heidi, on Tom Karp's red hot sled by Raiko Hartman. See page 56.

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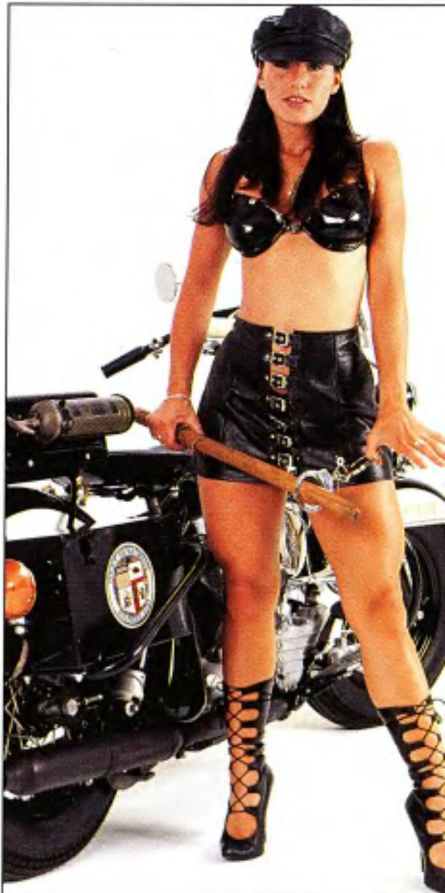
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Weasels

Concerning "The Original Weasels" as reported in the June issue, we have to tell you that you're not the first bunch of drunken idiots to call yourselves Weasels, and your philosophy is far from original. As evidenced by the enclosed photo, our group (properly named The Weasels) has been in a state of disorganization and confusion since 1975.

Unlike Californians who claim to be Weasels, we've survived without any rules or by-laws with parts and sub-parts, and as far as "becoming" a Weasel is concerned, any true Weasel knows that you just don't "become" a Weasel. Being a Weasel is not belonging to a club—it's a way of life.

We just wanted to let you know the Weasel way of life is alive and well in Minnesota, and we don't care that you call yourselves Weasels as long as you buy us a keg of beer and a bottle of Mad Dog.

The Weasels
Cannon Falls, Minnesota

Mad Dog? That's pushin' it. How 'bout we give you Mad Jack?

Suggestion Box Request

Here's an idea I'd like to drop into the *Easysiders* suggestion box: I'm always interested in checking out the technical specs listed at the end of each bike feature. However, draped over most of the bikes are these incredible women with no details provided on them whatsoever.

Can't you leave some space at the end to list their specs as well? Measurements,

cup size ... you get the idea.

Put it to a vote. My guess is that this idea would be almost as popular as free beer—well, almost as popular.

Ace Howell
Pacific Palisades, California

We developed a questionnaire, but the girls run when we ask 'em to fill it out.

Green Is Mean

What's the deal with Bob Barrow's '86 Softail (July '97) and the color green? I had a green '87 FXR, and people thought it looked killer.

I've never heard of bad luck with a green Harley. Please enlighten us. And Mitzi can sit on my Harley or whatever she wants to of mine.

Way to go, Bob. Ride on, my brother.
Phillip Carr
Atlanta, Georgia

The color menace started years ago when a racing team painted their bikes ... well, you know ... and they lost every race. I won't even mention the hue for fear it'll rub off.

Cracked Him Up

Been reading your rag for some time now, and every once in a while I come across a letter some dipstick wrote that gives me a good laugh. This is in response to just such a situation. After reading the letter "She's Pissed" in the September issue, I couldn't keep from cracking up.

Evidently, this Paula chick doesn't get it. This is what I inferred from her letter: If

you are a short-clipped-hair, mean-faced, mean-spirited, haven't-been-laid-in-a-year, probably-fat/dumpy/ugly, male-wannabe, suffering-from-a-huge-case-of-penis-envy female (aka femi-nazi), and if you own a business, are litigation crazy, have money, wear leather stuff, ride a Harley, can actually build something of value, have a degree, can read, and, of course, say the word "fuck," you are automatically a biker and a cool one at that! Man, chick, get a fucking grip!

I've been riding for lots of years and can honestly say this type of attitude is not the norm from all of the "sisters" I've run into. Hey, let me tell you, Paula (Paul) or whatever, there is nothing wrong with being a warm hardbelly who likes to please her man. After all, I don't know of too many brothers who don't love and respect the shit out of their ol' ladies, girlfriends, moms, etc. Besides, if a lady likes being in the kitchen, so fucking what! It's her choice, not yours.

About the mailing thing, people make mistakes. Damn, get over it, move on; there is life out there.

Now I don't know what kind of groups you are referring to in your threat to all the brothers and sisters at *Easysiders*, but if they are like-minded, who gives a shit? If I were in charge for a day, I'd tell you to take your money, friends, and lawyers and stick all of them where the sun doesn't shine. Or, I offer this advice: Go get laid! Twice if anyone will have you.

Joker
Pacifica, California

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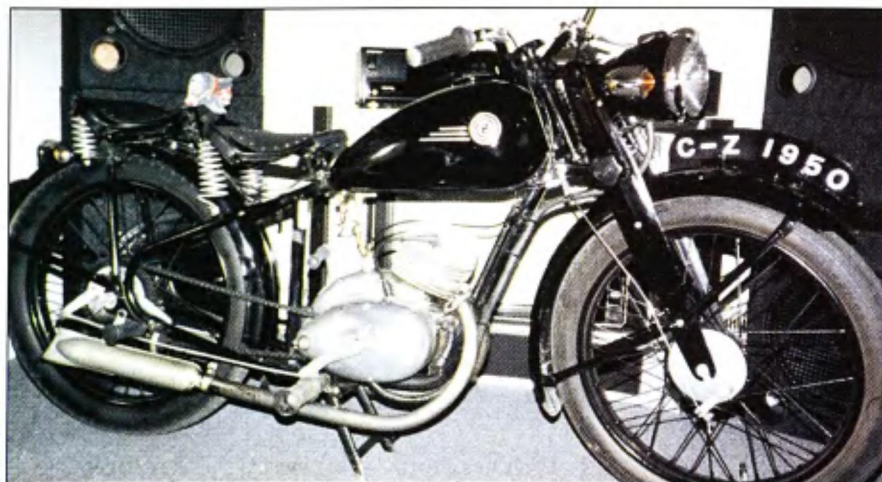
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Name That Bike

Just bought a 1950 CZ motorcycle and would like to know how much it's worth. I don't know much about it and would like to get more information about the history of the manufacturer.

Nameless
Canada

CZ is a Czechoslovakian company that was recently purchased by the Italian company Cagiva. The first CZs appeared in 1932, and your 1950 model has probably a two-stroke 125 or 250cc engine.

They Know How

This 1996 FXDL Low Rider was built by me and Doug's H-D in Florence, S.C. We may have lost the war, but we know how to build good-looking Dynas.

Jeff Bataille
Timmonsville, S.C.

Rolling Thunder

After a wet ride home from "The Wall" on Memorial Day, it seems the only coverage the annual pilgrimage to Washington receives is always negative. Having made the putt to D.C. every year, coverage from CNN to the local hometown papers is still (after 10 years) slight or negative.

It greatly saddens me as four hours of motorcycles weave their way down the D.C. streets (more and more in numbers each year) that the commander in chief cannot as much as stick his foot out the door to acknowledge the riders, some crossing our great land from as far away as the Marine Depot in San Diego.

I trust you will continue or expand the coverage of Rolling Thunder. So many forget its importance. After all, it is a great protest to bring our boys home. So many forgot too soon about the POW/MIAs.

A Bro
Radford, Virginia

You got it! Next year we'll be sending a couple of our crew members on the run.

He's Losing Sleep

I've been tossing and turning trying to figure out how that Vortex magneto (July '97, pg. 15) works. I always thought mags ran off the crank. But judging from the plug wires coming out of that square thing behind that chrome handle with a skull on it, I was wondering if Flyncb figured out another way. Is that an oil plug or an exotic decoy distributor on the other side of the motor? Come on, what does Flyncb really do?

Admittedly Baffled
Mesa, Arizona

He must have installed the Vortex mag after the photo shoot. Ya got me.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Solari Responses

I hope Mr. Solari had his tongue firmly in his cheek when he wrote "Marriage—War Against Men" (Sept. '97) because no woman worth her weight in wedding dresses should let him have his tongue between her cheeks ever again!

And I agree with Paula Tyer (letter to Wordmonger). *Easyriders* needs to realize that in addition to looking great draped nude over motorcycles, women are also buying scooters and riding them. We also purchase *Easyriders*, and we can even appreciate the sisters who are getting paid to expose their flesh—you go, girl! But one can't condone or respect the hostility or contempt of women that Mr. Solari reveals in his article.

J.J., maybe a little therapy is in order, or speaking of little, maybe you should consider a bolt-on for a rather obvious penile (not to mention brain) shortfall.

G.M.
Crown Point, Indiana

A pat on the back to J.J. Solari. After a trip to Las Vegas and a quick, cheap wedding, I share J.J.'s feelings. Now I need to find, in the great U.S. or elsewhere, a quick, easy, and cheap divorce.

L.B.
Chicago, Illinois

More Books Please

Just five quick things: More bikes, more tits, more ass, more snatch, and when the hell is Bandit gonna get off his dead ass and get those other books he promised us published?

Smilin' Mike
Council Bluffs, Iowa

His next book, Outlaw Justice, will be out before you read this, and check out his Web site: www.bikernet.com.

Change Of Heart

I used to think that you should wear a helmet because it might protect your head in an accident. Now my thinking is: I hate brain buckets! They cut down your vision and hearing, they're uncomfortable, and, what's more, when it gets hot, it feels like they're cooking your brains.

I'm living in Taiwan, and some of you readers who took that fun-filled trip to Southeast Asia some years back know how hot it gets in this part of the world. It's like wearing a Crock-Pot on your head. But the government here passed a law in June and now I have to wear one, which is what gave me the attitude adjustment.

Richard Mack
Taiwan

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ON THE ROAD WITH CMC

Being 5'1" my choices in large bikes were limited. I've ridden for 10 years now and owned 2 popular models from a well known motorcycle manufacturer but never felt comfortable or in full control when I rode. Not true with my CMC. I have both feet flat on the ground and once again enjoying riding in comfort and style. Somewhere along the way the motorcycle manufacturers forgot about those of us who are vertically challenged. For all those vertically challenged riders who feel there isn't a big bike out there that you can ride, think again, CMC has a bike for all of those who enjoy the freedom of riding without being stuck on a small bike. Perhaps one day you'll stop into a CMC dealer and find out what I'm talking about. Believe me it's nice to keep up with the big guys.

Your vertically challenged friend
T-Rae

Aurora, Colorado

I've ridden Other V-Twin motorcycle's for 30 years and am convinced that they are in a time warp. It took me all of 5 minutes to trade my Other 1995 V-Twin Crusier in on a CMC Road Warrior. So much more can be done with V-twin performance and cruiser styling as demonstrated by CMC's innovative frame, billet controls and 88" mill. Every bike I've seen come out of CMC's factory looks like a custom. Art in Iron I'd like to call it. Never have I bought a factory scooter that I didn't have to spend a fortune to make it run right. not so with my CMC. My 88" Sc'S mill, carb and exhaust are tuned to perfection, not to mention eye popping show topping looks. See for yourself.

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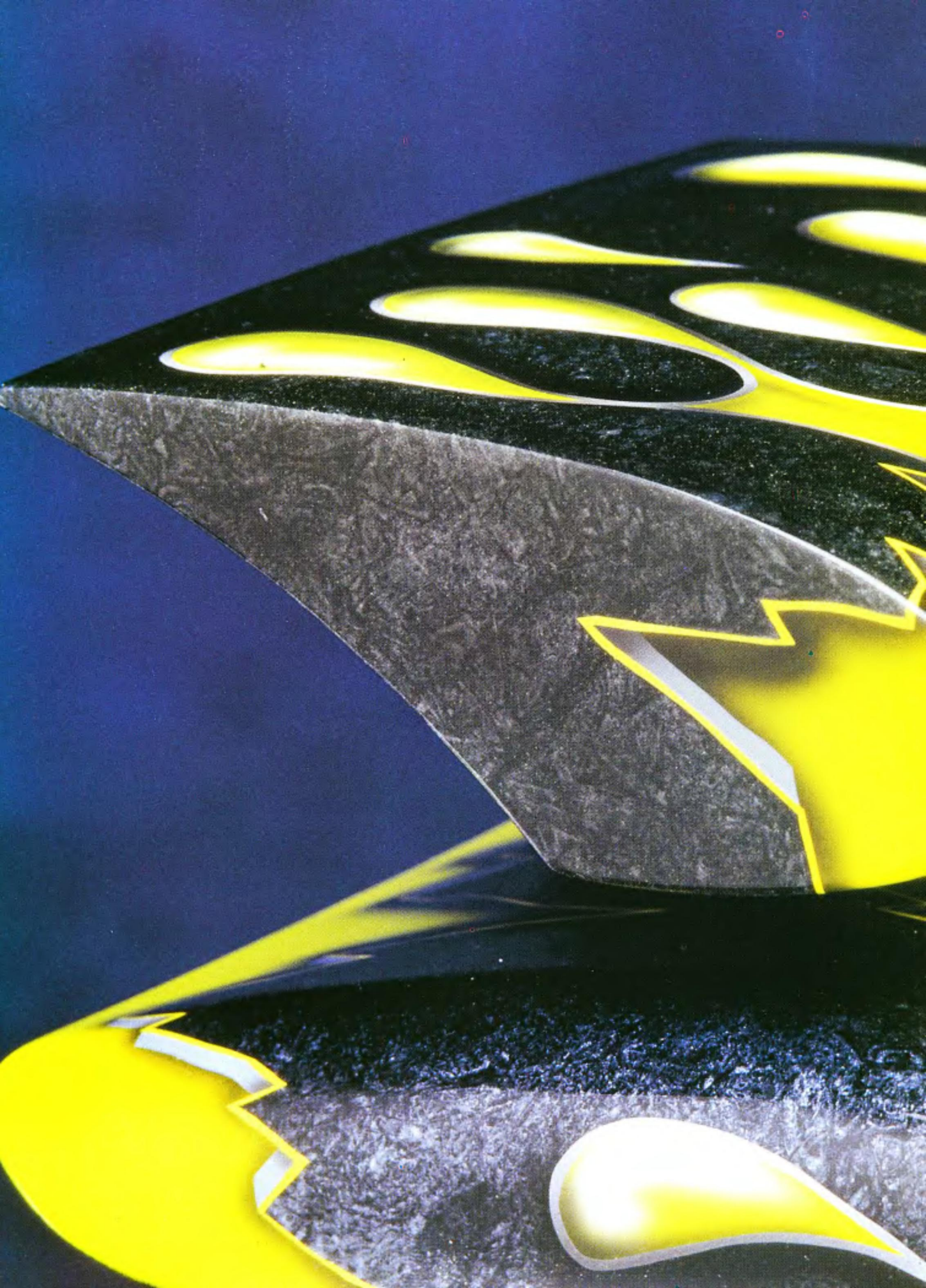
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YELLOW FEVER

VIRUS WITHOUT CURE

When we first got a hold of Stephen Ragonese to interview him about this bike, his voice dropped to a whisper and he croaked, "You better not want more photos."

"Why not?" we inquired.

"Because," he replied,

"that bike's gone."

Stolen? Sold? Crushed beneath the stinking wheels of a sewage-laden septic tank sucker? What terrible fate had befallen a bike that had received a coveted invitation to the *Easyriders* Columbus Bike Show? "I've taken it all apart," Stephen finally admitted. "I'm gonna build a brand-new custom from the frame up." Luckily for us, we had all the photos we needed. But what possesses someone to so handily dismantle the award-winning results of a year and a half's worth of toil? "I've come down with the fever," he confessed.

Stephen Ragonese recalls the exact moment, some years back, of his infection—it was a little past 2 a.m., and he was peacefully sleeping when the fever unexpectedly spiked. The overpowering viral infection entered first through his ears, then spread quickly throughout his defenseless body. Outside, the carrier host gleefully cracked on the throttle and thundered off into the gloom, leaving another innocent victim shaking from an

irresistible
thirst.





Next morning, Stephen pawed desperately through the medicine cabinet; unfortunately, no pile-soothing salve or crotch fungus cream was up to curing this case of the jones. The best treatment, Stephen believed, was to be found in some sort of medicine from Milwaukee.

So before the sweats broke out, Stephen commissioned a custom cure that he was sure would bring relief. Problem was, he entrusted his therapy to an intern with more interest in dollar

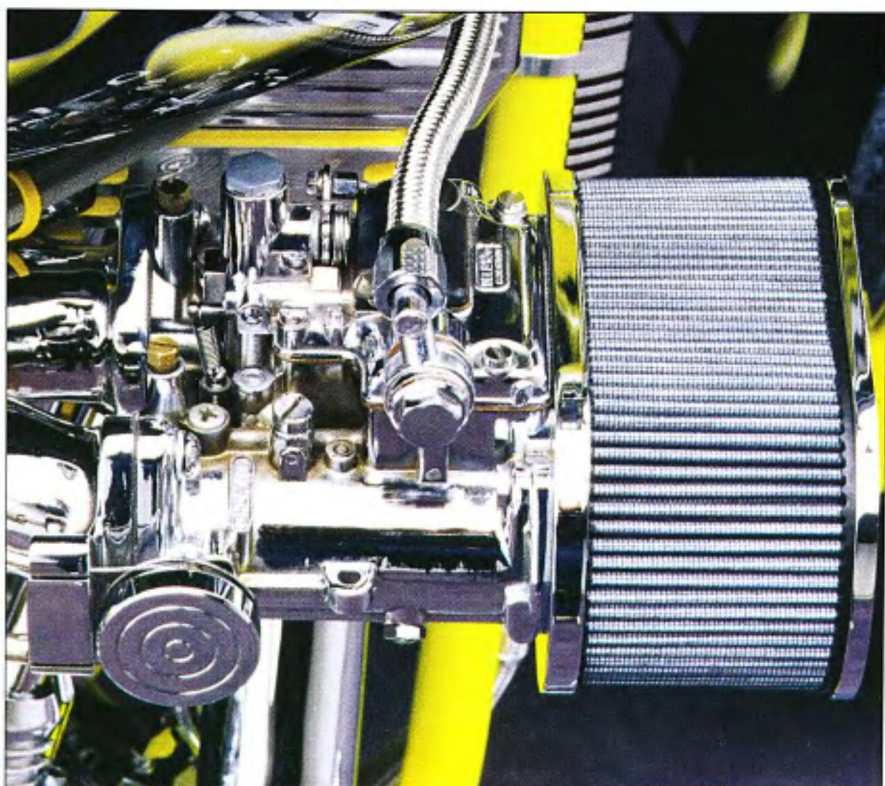
signs than healing lines. Stephen sold that first bike at a loss of two grand.

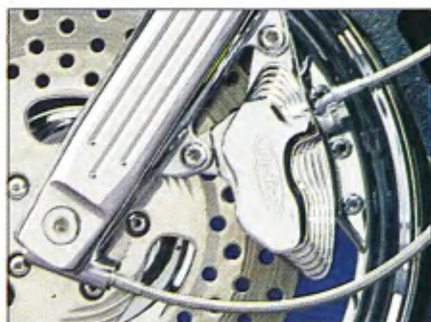
Undeterred, he wrote a prescription for another custom panacea, which turned into nothing more than an expensive placebo. With the approaching onset of a serious case of the shakes, Stephen wisely decided on a rigid regimen of self-medication. First he ordered a shop manual. Next, he strode into a local chain retailer and grabbed up every tool he even remotely thought he might need. As

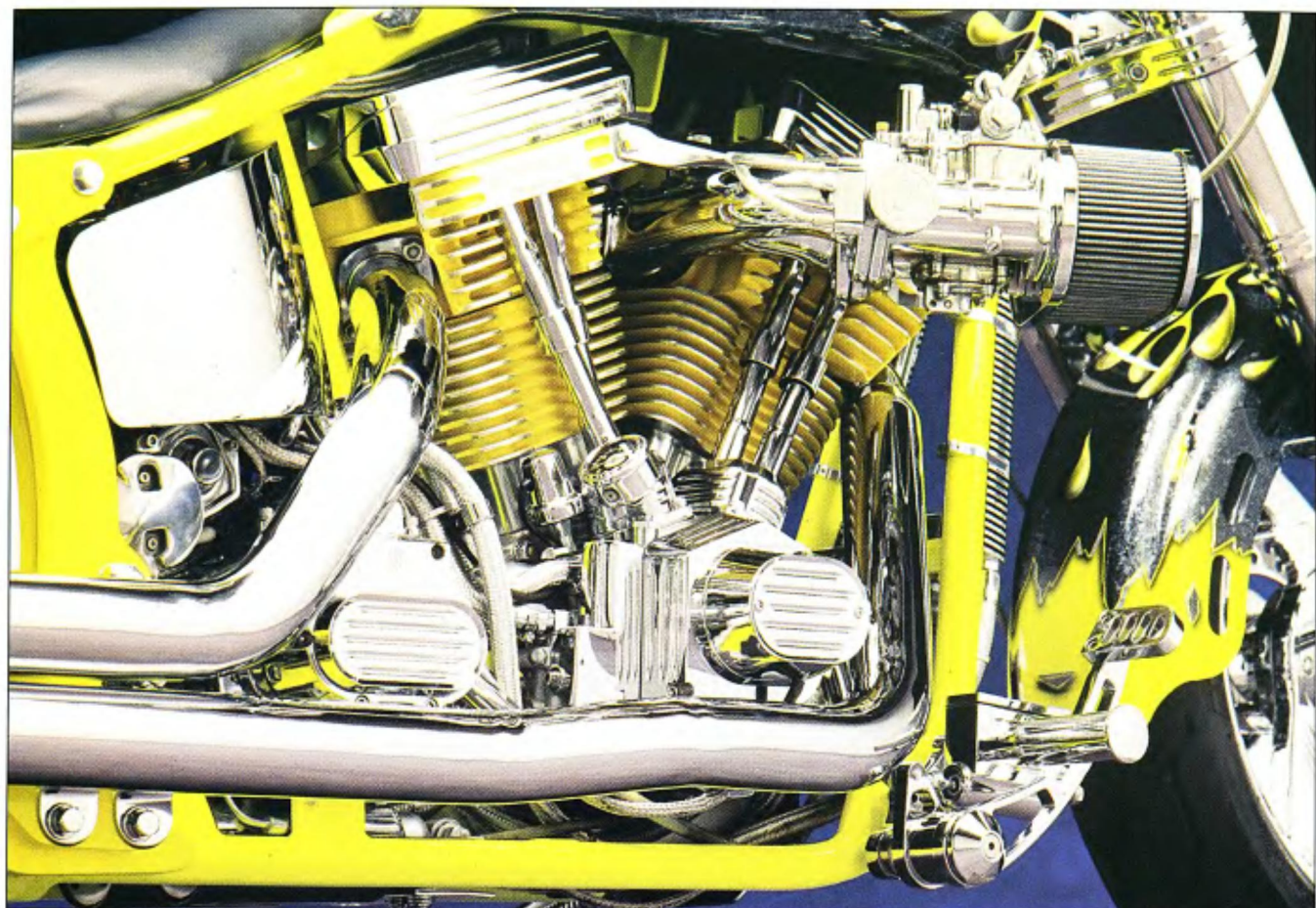
an afterthought, he copped a little cooler capable of frosting down a 12-pack.

A year and a half later, all of his tools are broken in. His smudged and creased shop manual needs replacing. And the bike you see here ... well, that's history. Ya see, Stephen still suffers from the symptoms of that merciless virus. But don't worry, he's working hard on a new cure; no doubt you'll see it pictured on these pages soon.

—Southern Connection







Owner: Stephen Ragonese
City: Lawrence, Massachusetts
General
Fabrication: owner
Year/make: 1995 H-D
Model: FXST
Value: \$40,000
Assembly: owner
Chroming: New England Classic
Engine
Year/model: 1995 S&S
Rebuilder: S&S
Ignition: Dyna
Displacement: 108 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: Edelbrock
Cam: S&S
Carb(s): Dell'Orto
Pipes: Macs
Modifications: S&S balancing,
 Pro-One air cleaner, JIMS lifters
Transmission
Year: 1995
Shifting: Andrews gears
Modifications: polished,
 Pro-One wheel sprocket
Painting
Molding: owner
Painter: owner
Color: neon yellow/House of Kolor
Special paint: marbledized
Frame
Year: 1995
Builder: Pro-One
Type: fat chassis
Shocks: chromed
Modifications: 35-degree rake, 2-inch
 stretch, molded, side swingarm plates

Accessories
Bars: Ness drag
Handlebar controls: White Bros.
Fender(s): Milwaukee Iron
Headlight: Ness
Tailight: Milwaukee Iron
Speedo: painted
Dash: painted
Pegs: Pro-One
Foot controls: smooth
Electrics: Pro-One
Gas tank: stretched
Oil tank: stretched
Primary cover: open belt
Seat: Creative Upholstery
Mirrors: small
Grips: Ness
Forks
Type: wide glide
Builder: Ness
Modifications: grooved
Wheels
Front
Type: Pro-One
Size: 16-inch
Tire: Avon
Brake: Custom Chrome
Rear
Type: Pro-One
Size: 18-inch
Tire: Avon
Brake: Custom Chrome
Photos: Michael Lichter

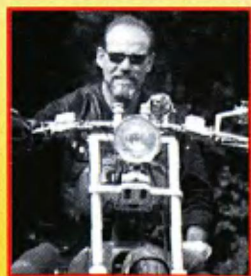
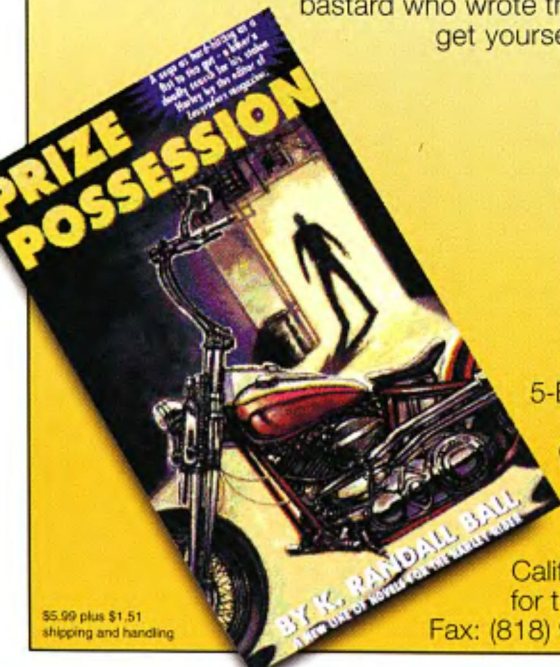


3RD PLACE: BEST OF SHOW
 Easyriders Bike Show Tour, Valley
 Forge, Pennsylvania, December 14,
 1996. Owner is eligible to compete in
 the \$35,000 Invitational Show,
 Columbus, Ohio, February 1998



MAKE OUT LIKE A BANDIT!

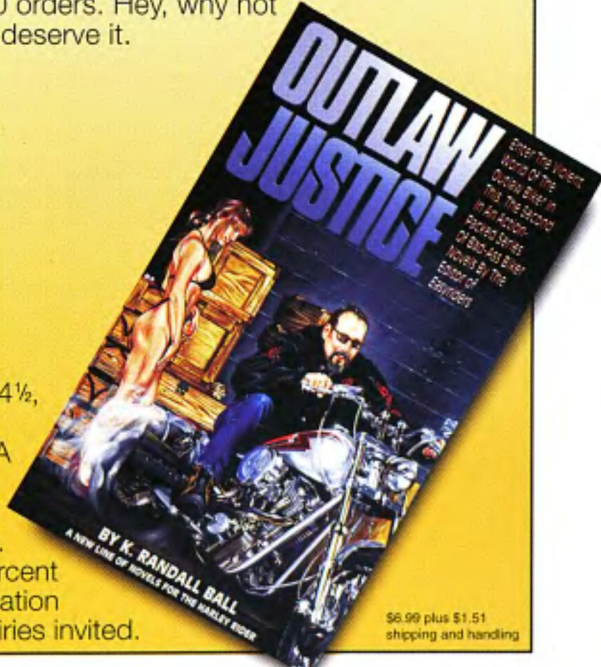
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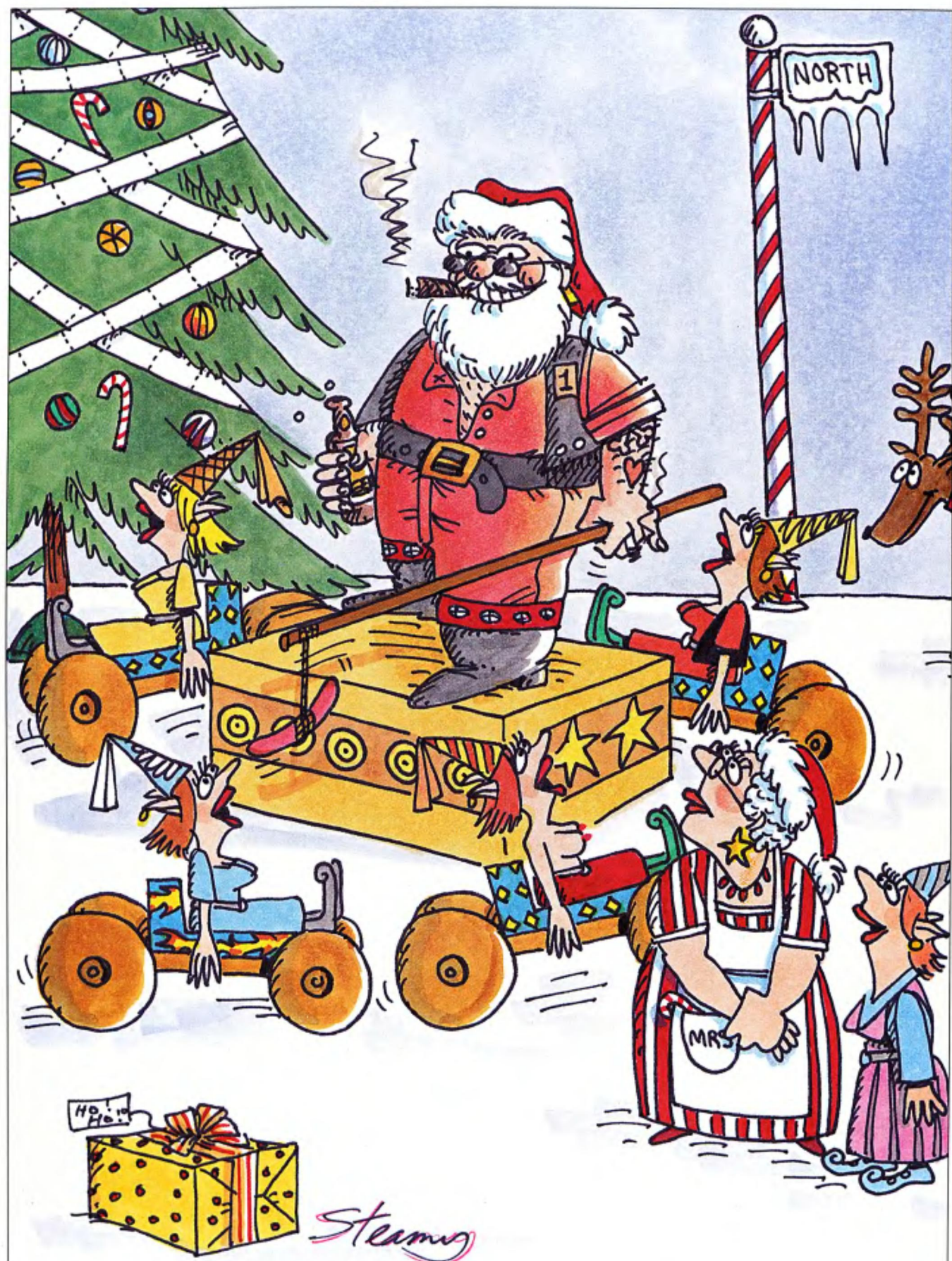
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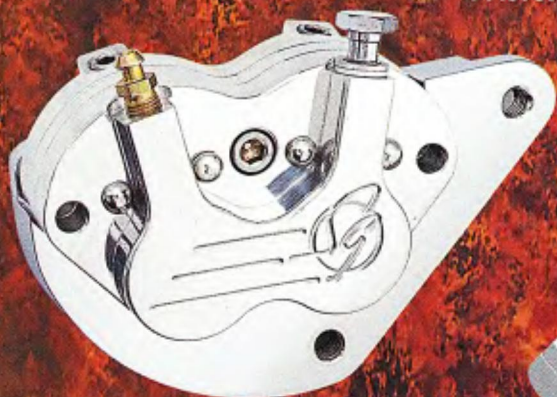
EZ1297

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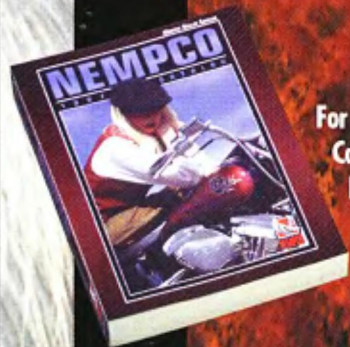
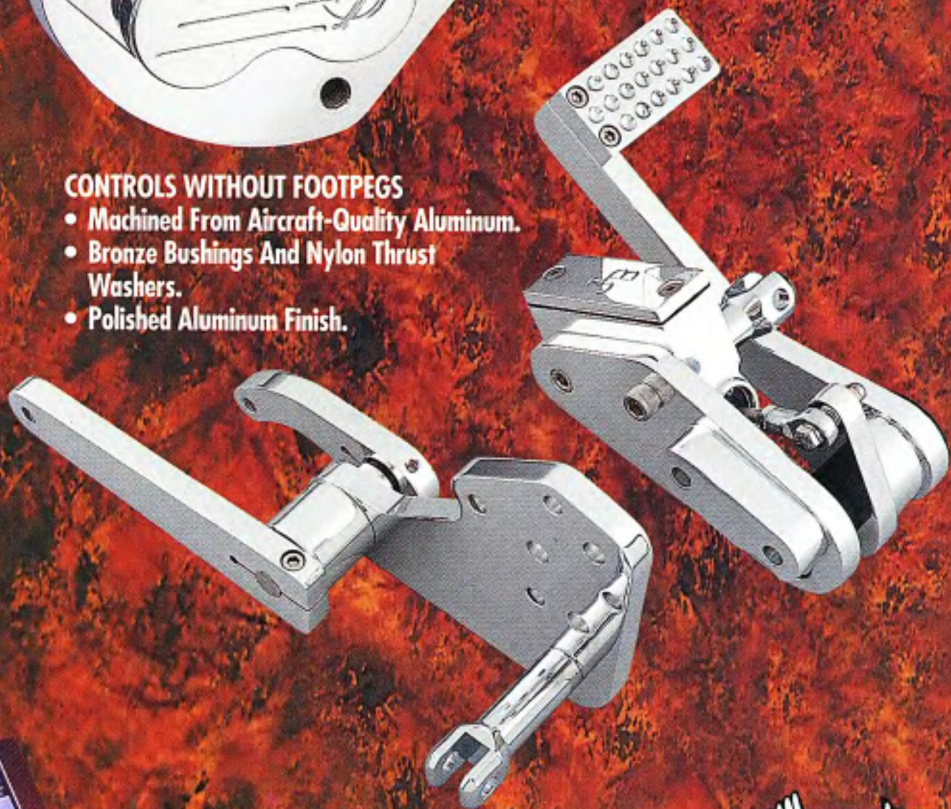
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THE MOST
AWESOME
KNUCKLEHEAD
ON EARTH

WITHOUT A BIKE YOU'RE NOT A BIKER. PERIOD.

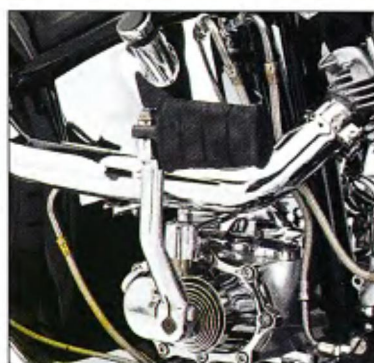
I'm not big on labels. I hate to be stereotyped. I keep my hair short, shave regularly, try to watch my language, and hardly ever wear biker clothes. The only way you'll know I'm a biker is when you see me blasting down the highway on my chopper. I'm not ashamed of being a biker, but the way I see it, without a bike, you're not a biker. Period.

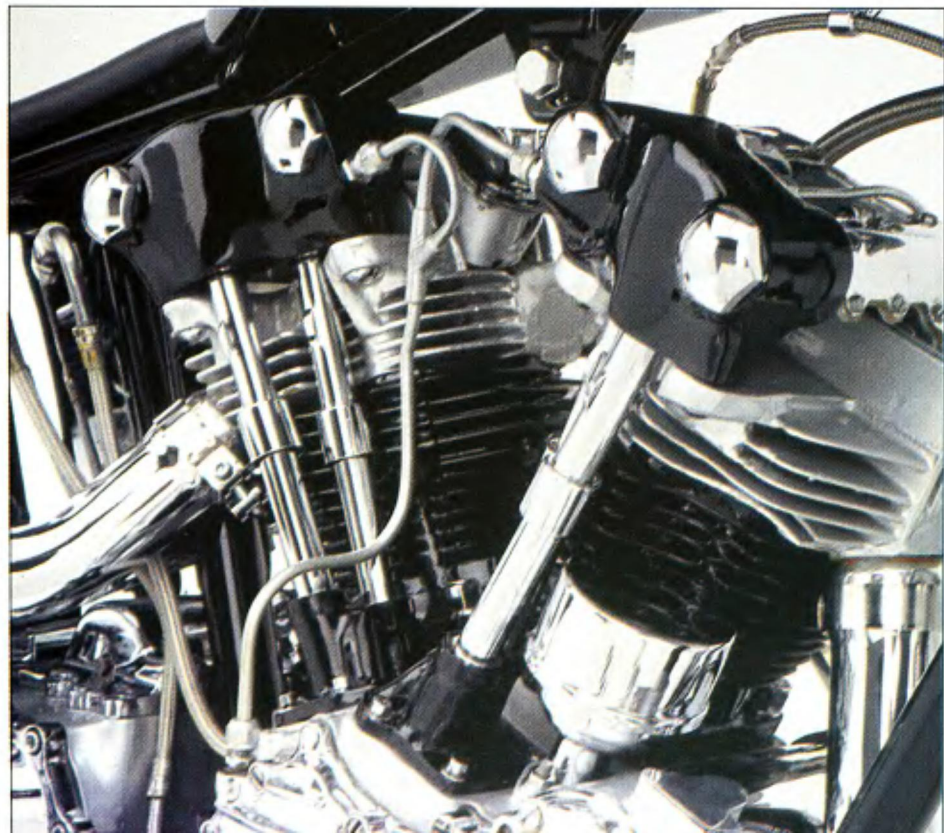
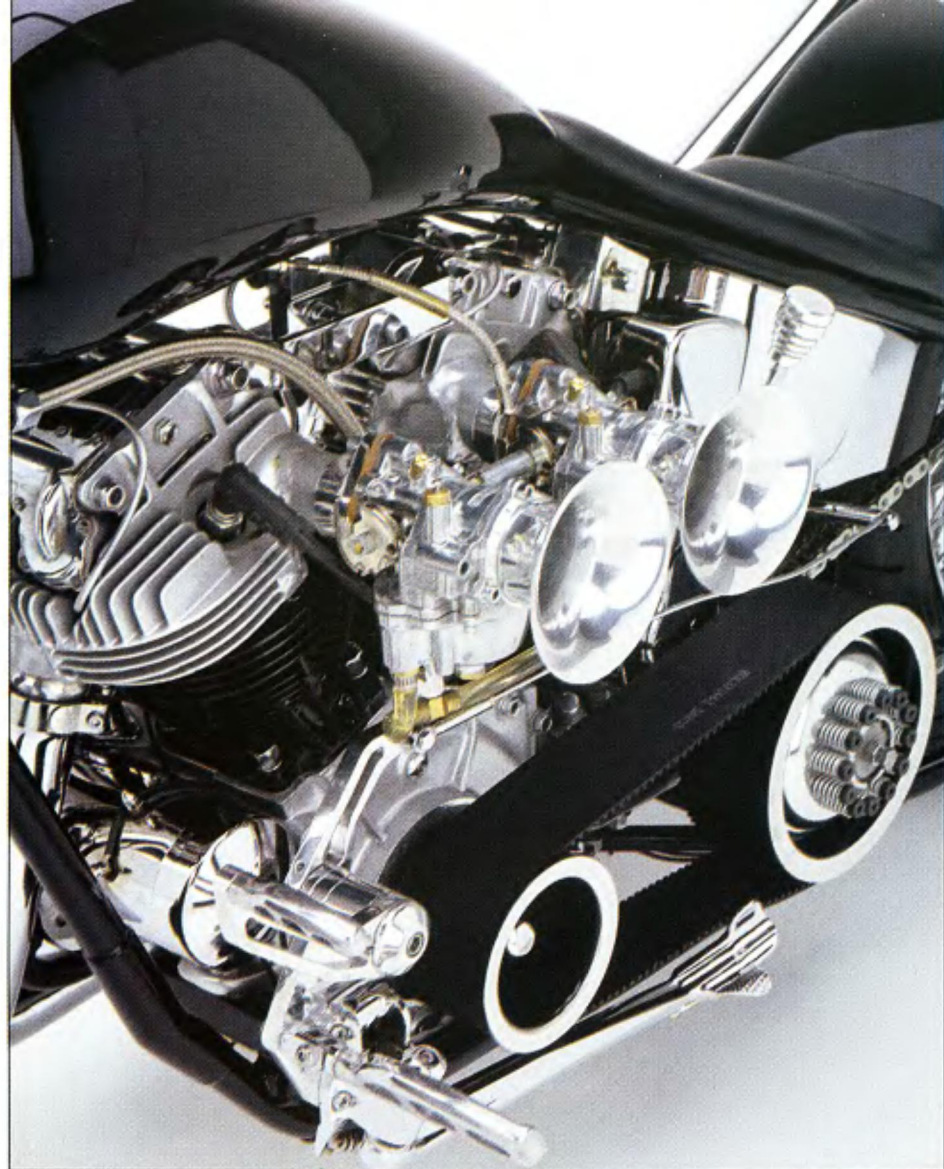
OK, so I'm an opinionated traditionalist. It gets worse. I hang with a rough bunch of guys. Now, I don't mean beer guzzling, barroom brawling Neanderthals. They're worse—rigid chopper riders. Make that *militant* rigid chopper riders. If it ain't rigid, suicide shift, and black, then they hate it.

Last February changed the lives of the chopper militia. At the *Easyriders* Bike Show in Columbus, they all witnessed first-hand the most awesome

motorcycle on earth. When I went up to say hi to Bandit at the show, before I could even open my opinionated mouth, he said, "I know, I know, the black Knucklehead is the most awesome motorcycle on earth." I knew my bros had been there. My phone rang off the hook for months following. So as you can imagine, when I told them I was assigned to write a feature on the most awesome Knucklehead on earth, they camped out at my house, and haven't left.

It was rather funny, talking with Jeff Moroni, owner of the most awesome Knucklehead (in the universe even). It was like talking with one of my bros. He had the same passion for choppers in his voice as he described how he got the idea to build this dream bike. I'm sure that he was standing on his workbench, with →





one hand holding the phone, and the other raised with his index finger pointed in righteous indignation.

The awesome machine seen before your watering eyes was built in 20 days. Jeff went to an *Easyrider's* Bike Show with his bud Mike Maldonado, and was so inspired by the bikes there, that he walked up to Bandit and proclaimed that he was going to build the most bad-ass Pro-Street Knuckle on the planet. Then he told Mike, who owns Heavy Cycle Customs, to order him a Chopper Guy's digger frame. Jeff already had the Knucklehead engine—with House of Horsepower cases, S&S 95-inch stroker flywheels, modified heads, and a Sifton cam—in his garage, waiting for divine inspiration. A few hours into the actual building of the complete project, he was inspired to install two S&S Super E's on the left side of the bike. Jim Weens of Jim's Motorcycle Fabrication built the intake to hold the carbs.

As he was assembling the engine, he decided that he didn't want it polished, knowing that black was where it was at, which became the theme of the project. The frame was running late, and they couldn't send the sheet metal out to be painted until it was mocked up. Besides, the front and rear fender couldn't be fabricated without the frame. Although Jeff builds his own bikes, he said that Jim Weens was a tremendous influence and helped out every chance he could. In fact, Jim fabbed up the fenders after the frame arrived. It was December 24 when he was ready to paint the awesome machine, so he called his painter, Scott Rogers at Midway Auto Body. "There's a bike show on January eighth that I want to enter," Jeff told him. The sound of Scott's jaw hitting the →

ground was heard for miles. It seemed like seconds later Jeff was holding the freshly painted Arlen Ness tank in his eager hands.

The assembly process included fitting the 16-inch apes, 80-spoke Nasty Wheels, 200-series Avon rear tire, Belt Drives Limited 3-inch belt, and, of course, the hand jamming jockey shifter. It seemed like only hours had passed when he was sitting at the Anaheim, California, *Easyriders* Bike Show, January 8, and Bandit announced him Best Of Show winner (he later won 1st place, *Biker Class*, at the Columbus Show in February).

I gotta hand it to Jeff. He runs an air-conditioning business in the desert, has four great kids and a supportive wife, Cathy, and a bunch of friends to help him out when he gets an itch to build a chopper by morning. I can only guess what an average deep discussion of chopper building in Jeff's garage sounds like.

—Flynch



Owner: Jeff Moroni
City: Palm Desert, California

General

Fabrication: owner, Jim's Motorcycle Fabrication
Year/make: 1945 H-D
Model: Knucklehead
Value: ouch!
Assembly: owner, Jim Weens

Engine

Year/model: 1945 Knucklehead
Rebuilder: owner, Jim's, Big John
Ignition: points
Displacement: 95 cubic inches
Lower end: S&S
Pistons: TRW
Cases: House of Horsepower
Heads: modified

Cam: Sifton
Carb(s): 2, S&S E
Pipes: Santee fishtail upsweeps
Modifications: balancing by Jim's M/C Fab., Boyds air cleaner

Transmission

Year: early 4-speed
Modifications: RevTech, BDL 3-inch belt drive

Paint

Molding: Joe McEven
Painter: Scott Rogers, Midway Auto Body
Color/type: black/basecoat, clearcoat
Special paint: Concept Powdercoating

Frame

Year: 1996
Type: California Digger
Builder: Chopper Guy's

Modifications: 40-degree rake, 5-inch stretch

Accessories

Bars: 16-inch apes
Handlebar controls: Pro-One
Fenders: Jim's Motorcycle Fabrication
Headlight: Arlen Ness
Taillight: Skull tombstone
Pegs: Performance Machine
Foot controls: Performance Machine
Gas tank: Ness
Oil tank: wraparound
Seat: Jim's M/C Fab., P.S. Upholstery
Mirrors: yeah, right
Grips: Pro-One

Forks

Type: wide glide
Builder: Bourget's Bike Works

Modifications: polished, billet trees

Wheels

Front

Type: Nasty Wheels
Size: 21-inch
Tire: Dunlop
Brake: JayBrake

Rear

Type: Nasty Wheels
Size: 16-inch
Tire: Avon 200
Brake: Performance Machine

Photos: John Wycoff

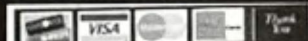


BEST OF SHOW

Easyriders 1996-1997 Bike Show Tour, Anaheim, California, January 8, 1997. Owner is eligible to compete in the \$35,000 Invitational Show, Columbus, Ohio, February 1998.

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FXE-FLH \$99.50



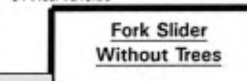
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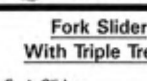
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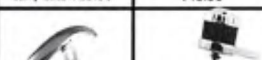


S & S Motors

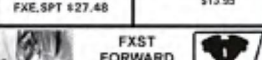
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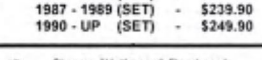
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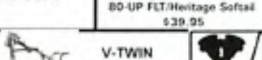
Chrome "Hallmoon" Floorboards
With Dampers 40-84 \$39.95
80-UP FLT/Heritage Softail \$39.95



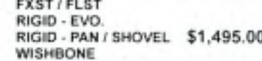
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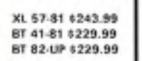


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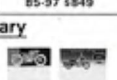


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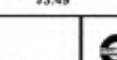


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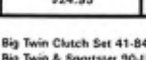
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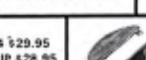
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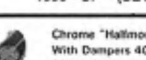
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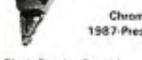
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Signal Mount Bracket
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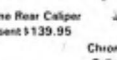
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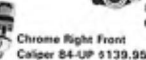
Chrome Rear Caliper
1987-Present \$139.95



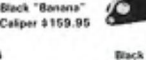
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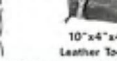
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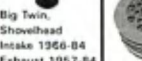
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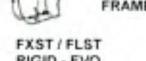
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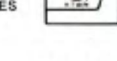
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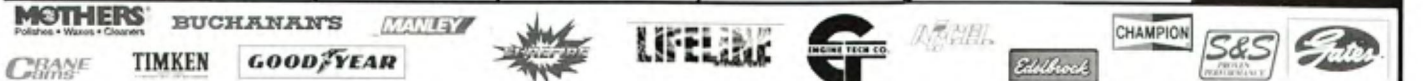


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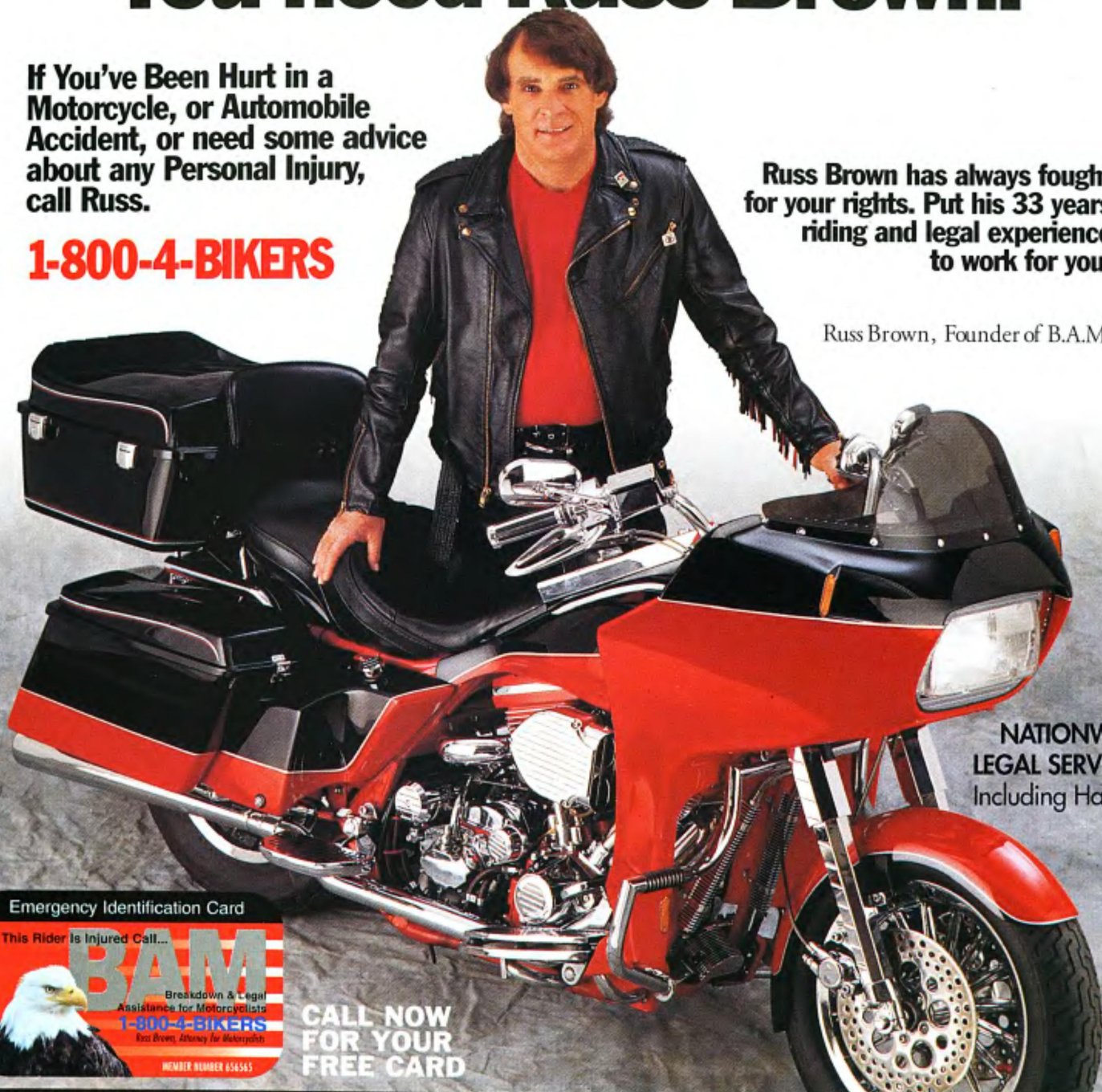
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TOPLESS IN TEXAS AND OTHER REVEALING NEWS

Hats Off In Texas

The Texas Department of Public Safety's Motorcycle Safety Bureau has come up with guidelines for us scooter bums who want to ride lidless, and it looks like it's gonna be a hoot!

Under the new law, which became effective September 1, 1997, riders over the age of 20 can chuck their lids if they have completed a rider education course (MSF type), or are covered by any kind of medical plan that provides at least \$10,000 in benefits for injuries as a result of accidents.

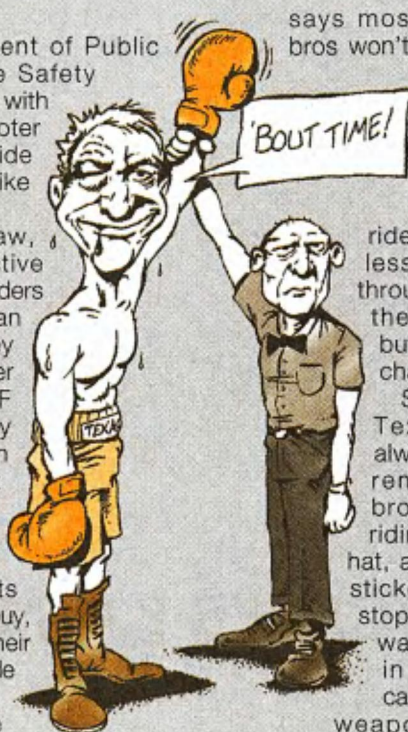
Texas motorcyclists can make a choice to buy, for \$5, a sticker for their license plate to preclude the cops from stopping them to check for the previously mentioned requirements. However, the sticker is not mandatory, and the smart money

says most of the Texas bros won't spend the fiver, and they think the cops will find a more valuable use of their time.

Out-of-state riders can ride lidless while passing through if they meet the requirements, but they can't purchase a sticker.

So, hats off in Texas! And, as always, we want to remind all of you bros that if you're riding without your hat, and don't have a sticker, you may be stopped. You might want to keep that in mind if you're carrying any nuclear weapons, or an ex-wife or bondsman is looking for you. In the meantime, ride safe, and happy in Texas.

—Oz



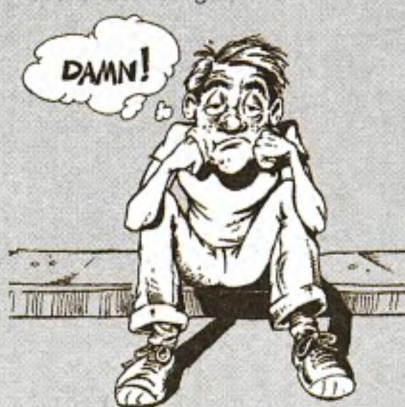
Madness In Massachusetts

Riding in Massachusetts may get more complicated in the near future if some of their legislators have their way. Seems there's a bill being considered in the Massachusetts Joint Committee on Public Safety, HB-2764, which would ban persons under age 16 from being a passenger on a motorcycle.

The committee voted to hold the bill and study the issue to see if there's enough support to pass it.

Like takin' the rugrat for rides? Better keep an eye on the Massachusetts legislature.

—Oz



Toe-To-Toe With The Cops

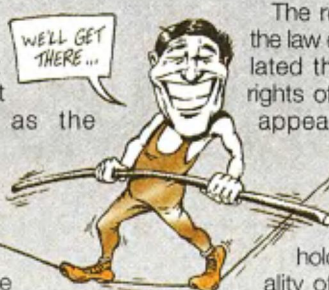
One step after the other is the word from AMA vice president Rob Raser as he talked about the oral arguments before the Fourth District Court of Appeals in what has become known as the "Spartanburg Case."

The Appeals Court is hearing an appeal from a lower court decision that found the Spartanburg, S.C. Police guilty of violating the constitutional rights of motorcyclists during an American Red Cross benefit ride. A class action suit,

supported in part by the AMA and reported in *Easyriders* was won by the 107 bikers.

The resulting decision found the law enforcement officers violated the Fourth Amendment rights of the riders. Both sides appealed the lower court's decision. Attorneys for the bikers urged the judges to reverse the lower court's holding on the constitutionality of the police checkpoint and videotaping, and to also revisit the issue of damages. The cops, of course, want to be let off the hook. We'll be following this one closely.

—Oz



Silver State Bros Roll The Dice

After their helmet repeal bill died in the Nevada Assembly Transportation Committee, Nevada bikers decided to do some political maneuvering of their own, reviving their bill in an interesting way.

AB 320 rids the rider of the helmet requirement if the rider is 25 years or older, has one year's riding experience, and carries at least \$10,000 worth of medical insurance. Helmets would only be required in cities with a population greater than 5,000.

Not necessarily a huge victory, unless you know how hard it is to get anything done in Nevada without the right amount of juice. Good luck!

—Oz



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HALL OF FAME WINO WILLIE



Photo: Wino Joe

Wino Willie and the Boozefighters didn't invent the term "outlaw biker." That honor goes more than 90 years, when the first biker took off his muffler and rode through town, scarin' horses, pissin' off old farts, and excitin' the kids all to hell. What Willie and the boys did was get the AMA to give us a new term, "one-percenter."

Until 1947, all "outlaw" meant was that the AMA didn't approve of the type of bike you wanted to race (including the Harley JD), it didn't like the name of your club (i.e., Gallopin' Gooses), and it wouldn't sanction your club events. So the rebel American

youth of the time held their own races and dances and thumbed their noses at the AMA. Some even created bogus clubs (like the Yellow Jackets MC, who were actually Boozefighters), so they could race the sanctioned events too.

Wino Willie Forkner came out of central California. By the time WWII started, he had a wife and family and was working a defense industry job. He didn't have to volunteer for the Army Air Corps, but he did. He served as a gunner on a bomber in the Pacific.

Willie had been into ridin'/racin' before the war, and he got right back to it after his discharge. Only this time, he got a little wilder, 'cause he felt he'd earned the right to enjoy life. So when the club he was ridin' with told him to tone down his act and conform to their AMA image, he walked out of the meeting and formed the Boozefighters.

Barroom brawlin' wasn't their claim to fame, it was wild ridin' and throwin' the best parties that kept their name glowin' 'round gypsy tour campfires.

Wino Willie stories never get old—'cause they're true. He was the original "wild one," the one Hollywood sought out as technical advisor for the movie that took two actors to play one real life biker legend. Ride on, Willie.

—Wino Joe

A LEGEND'S LAST RIDE TRIBUTE TO WINO WILLIE



Photo: Wino Joe

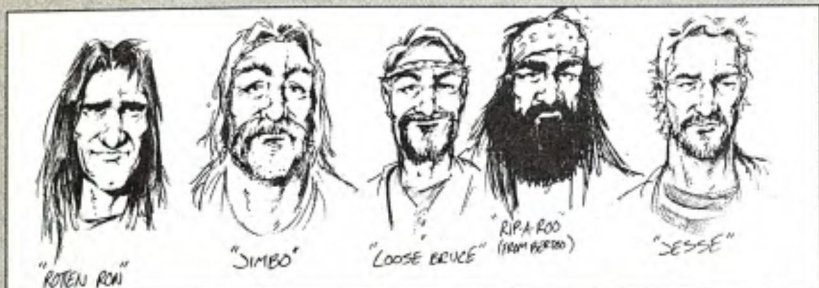
Shortly before what has become the Holy Grail to bikers, the 50th anniversary of the 1947 Hollister weekend, the man who defined that day, so many years ago, died. The ashes of Wino Willie Forkner were carried by his brothers as he made his last ride, down Main Street in Hollister in the July 4th

Weekend parade, 50 years after the event became home to *The Wild One*.

Wino's funeral was held a few days before, at his home in Ft. Bragg, Calif. It was a small ceremony attended by his club brothers and representatives of many other clubs who were friends Willie made over the years.

—Oz

CROSS COUNTRY THE ODYSSEY BEGINS



Big Conrad Goody just left my office. Writing this as a team is always a challenge. We've read and reread the screenplay (see Sept. '97 *Easyriders*, #291). We both have had our thoughts about the direction of the story, character development, emotions, and action. As we refined the script Conrad was always willing to listen and bend the manuscript to stay in line with my thoughts and original outline, but as we got deeper into the crumpled pages we discovered that, since the story was based on an outline and not the finished book, he didn't have the completed tale to inspire him, only the broad structure, like a barely framed house. Without a completed manuscript with every emotion, scene, character and bike described in full detail, Conrad didn't have those images to work with.

It was as if I had told the story to Conrad while I was drunk and he had to create a movie based on my babbling. But we're close now; the grizzly tale of five young brothers leaving California, hell bent to party across the entire country, is nailed down to 127

pages. Since *ConAir*, Conrad's been busy, the phone's ringing, he's got a new manager, and he's on a roll.

The next stage includes finding interest in the mega world of Hollywood, interest in a bunch of grubby bikers riding across the desert smoking joints and tossing beer cans. It won't be easy, but we'll find someone curious about five rugged individualists, hungry for the adventure of a lifetime—hell, that's what it's all about. We believe in the project and believe a biker flick can be made to rival classic Westerns, and that's half the battle.

Well, not exactly, finding someone who knows what buttons to push, when to produce it, who to produce it, who should act in it, when to launch it, and who not to step on in the process is more than half the battle. There are thousands of scripts floating around glimmerland without a home—we don't want to be one of them. So, the odyssey continues, then it's revision time all over again as we put the wheels in motion toward the actual film date. Stay tuned.

—Bandit



THEY'RE LISTENING...

Those who attended Hollister's 50th Anniversary on the July 4th Weekend may be surprised to discover that their privacy was not the first thing on the minds of the Monterey County Sheriff's Department. Seems the county's Wyatt Earps had a plan to eavesdrop on all cellular phone calls being made that weekend.

The *San Jose Mercury News* reported that a lieutenant in the sheriff's department stated that scanners capable of receiving the calls were

brought into the department, but "never turned on."

After the initial news story broke, the sheriff himself had a different version of events and promised that the department never violated the Federal Communications Privacy Act. The FBI, however, has decided to investigate.

We'll keep ya posted, but to us it sounds like somebody needs to give ol' Sheriff Norman Hicks a speeding ticket of his own, for running over the rights of bikers.

—Oz

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NCOM AWARDS



Twigg and Bill Bish at NCOM convention.

May 8, 1997 saw motorcyclists from across the country roll into Richmond, Virginia, headed for the 12th Annual National Coalition of Motorcyclists (NCOM) Convention, titled Bringing It All Back Home.

Four hundred freedom fighters from more than 40 states, two Canadian provinces and the U.K. came to learn and exchange ideas, hoping to return to their organizations better equipped to continue the fight and guide others in the ongoing pursuit of freedom.

The weekend started with an NCOM board of directors meeting on Thursday, followed by the NCOM Legislative Task Force meeting and an attorney conference on Friday. On Saturday the meat and potatoes portion started to happen. Some of the hits were Lobbying 101, How to Get a Bill Introduced, Getting Our People Elected, and even Advanced Computer for the SMRO. Many parallel issue meetings went on.

The Silver Spoke Award Dinner, the "A-list" event of the weekend, put a proper cap on the festivities. Special Awards were given to ABATE of Arkansas and the Guam Hogs MC for their work in repealing their helmet laws. Doc Reichenbach, ABATE of Florida, was given a huge eagle sculpture in honor of his work and dedication.

The Silver Spoke Awards were given to Rudy Garcia (government), Florida state representative; Dave Thomas (commerce), founder of Wendy's restaurants; Hoyt Axton (entertainment); Tom McGrath (legal), Virginia AIM attorney (featured in *Easyriders*); and our own Twigg (media). The evening finished off with the Ron Roloff Lifetime Achievement Award given, by Jesse McDugald, to Sputnik of the Texas Motorcycle Rights Association.

—Oz



SHORT STROKES STURGIS RETURN

Three days before a 5 a.m. kickoff to a 1,800-mile run to Sturgis, we finished my touring chopper, conceived last year on the same trek. Throughout the year it's been the Bandit's Bikernet Project (www.bikernet.com), and with the assistance of Jesse James at West Coast Choppers, it rolled off his lift looking better than I'd ever hoped. Here's a sneak preview of the long miles machine,

aluminum toilet while wearing a set of homemade headphones. He was electrocuted. Laurence Baker, 47, serving life, died while watching TV with a required headset so as not to disturb other convicts. State police blamed bad wiring...**Killjoys are everywhere.** Here in L.A. every time someone organizes a Monday night ride, some local citizen complains about the noise, and we're



Photo: Markus Cuff

based on a Dyna Glide chassis. The feature will show up in the April '98 issue of VQ (No. 19); the original Tim Condor drawing was featured in the April '97 issue of VQ (No. 13). With my bros Dale Gorman, Mark "Frogman" Lonsdale, and Myron Larrabee (*Easyriders* of Scottsdale) at my side, the mishaps were minimized and we had a helluva trip. I'm working on a non-fiction piece based on the ride. But let's get to the news: **The Motorcycle Heritage Museum** is raffling off a fully restored 1934 H-D Model VD. For just \$5, you can buy a chance (five chances are \$20) to take a piece of American motorcycling history home after a drawing July 11, 1998, during AMA Vintage Motorcycle Days at the Mid-Ohio Sports Car Course in Lexington, Ohio. Proceeds from the drawing will benefit the Motorcycle Heritage Museum at AMA headquarters in Westerville, Ohio, operated by the American Motorcycle Heritage Foundation. The bike is easily worth \$18,000...**Now for the quote of the month:** "When wheelies are outlawed, only outlaws will pop wheelies," Indiana State Rep. Bruce Munson (R-Muncie), on a bill to ban stunts on motorcycles...**At the top of the prison news** we find an inmate who sat on an

forced to move on to another location. The same bullshit hit Seattle recently when cops decided that violent crime isn't the priority, loud bikes are. Taco Thursday at the Alki Tavern went from 300 bikes to a handful when the cops decided a noise crackdown was in order...**Seems the city of Pittsburgh** has a checkbook load of financial woes and Mike Seate, a staff writer for the *Pittsburgh Tribune*, suggested in a recent editorial that the city fathers take a look at Daytona, Sturgis, and now Hollister to bolster Pittsburgh's coffers. Shit, \$100 million wouldn't hurt any city's financial standings; that is, if they don't mind straight pipes, beer cans, and a helluva good time...**I want to thank everyone** who made my trip to Sturgis possible. There's nothing like this life of brothers, talents, and people who work hard to play hard, 'cause they know that tomorrow it could all be over. So, what the hell, they help all the riders they can today, so we can feel the wind when our precious time comes to play. We only have one life to live... I'm glad I have the opportunity to work and fuck off at what I love the most, and that I'm surrounded by people who feel the same. Goddammit, let's ride.

—Bandit

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HEALTH WATCH

The American Motorcyclists Association (AMA) informs us that the feds have entered the final phase in the process designed to prevent companies from arbitrarily denying health-care coverage to groups of their employees, including motorcyclists.

The period for public comments regarding the Health Insurance Portability and Accountability Act of 1996 has ended, and officials are in the process of drafting the final language of regulations that will be used to enforce the new law.

The AMA presented written comments showing that it was the intent of Congress to protect motorcyclists from having their health-care benefits reduced because of their legitimate choice of transportation. In addition, the AMA pointed out that the intent of the law precluded companies from "reverse discrimination" against motorcyclists; for instance, offering "wellness" programs that would result in lower rates or deductibles for nonmotorcycling employees. The Association also noted that Congress intended the law to protect companies from health-plan administrators who might try to charge higher premiums for groups for employees engaged in protected activities, including motorcycling.

When asked how he thinks things are going to turn out, Rob Rasor, AMA vice president of government relations, said, "We are cautiously optimistic that the final version of the new law will reflect our concerns." Good job, Rob. Keep it up.

—Oz

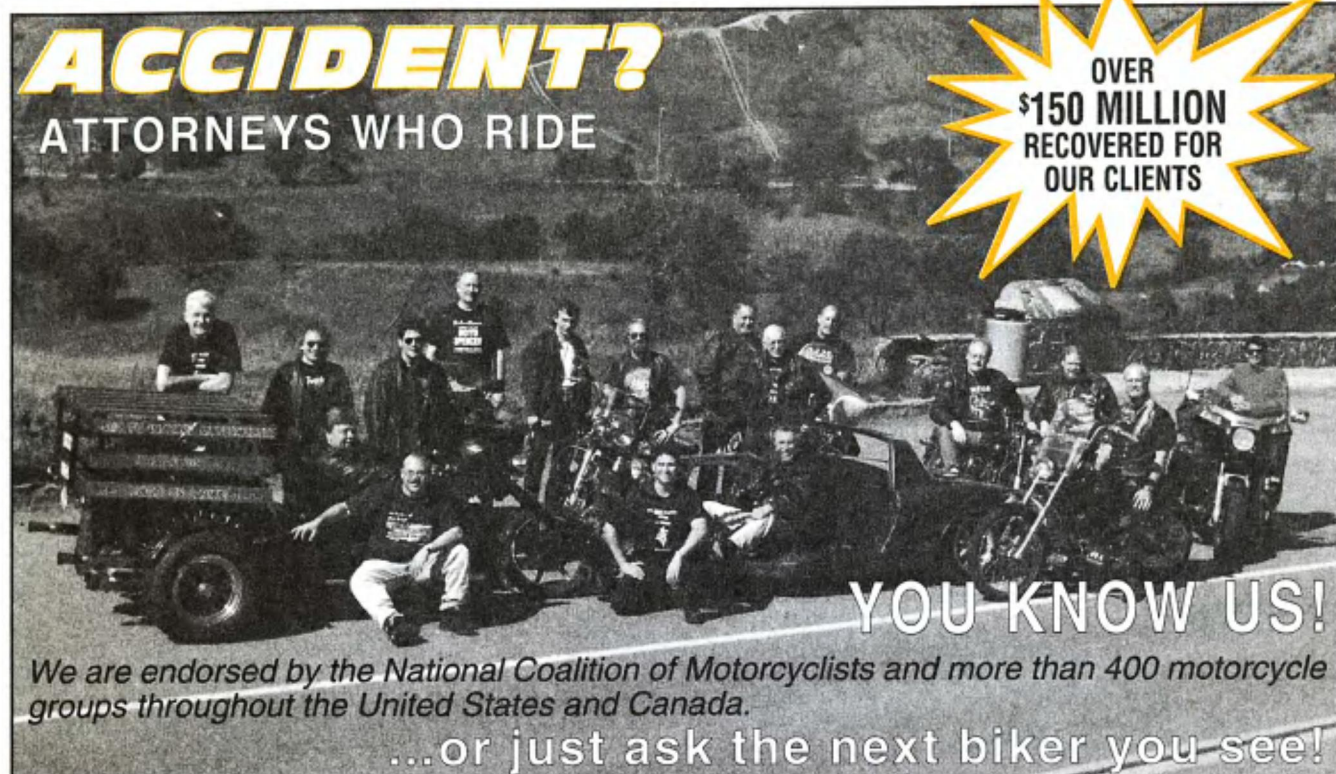


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ROAD TUNES



It's hard to believe that 20 years have passed since that plane went down ... two decades since the *Free Bird* spirit of Lynyrd Skynyrd was nearly stilled forever on that fateful October day in a Mississippi swamp. But there is a legacy of survival among Rebel brothers.

Dixie Brethren, The Allman Brothers and The Marshall Tucker Band also suffered tragic losses—now it was time for Lynyrd Skynyrd to rebuild. A million bands have come and gone, but it's a tribute to the heart and guts of Skynyrd, the Allmans, and the Tucker boys that all three bands are still rockin' today.

Twenty is the title of the new Lynyrd Skynyrd disc, and to put it simply, it's great ... as good as anything they've done. The title is a memorial of the anniversary of the deaths of band members Ronnie Van Zant, Steve Gaines, and Cassie Gaines, road manager Dean Kilpatrick, and other members of their crew.

In 1987, Johnny Van Zant joined the surviving members of the band to continue the legend his older brother, Ronnie, began way back in '65. Making their first appearance at Charlie Daniel's Volunteer Jam XIII, Lynyrd Skynyrd was back.

Another Southern legend was featured recently when Gregg Allman headlined at the '97 Ventura Beach Ride. The unmistakable vocals and keyboard work of the master of rock 'n' blues made great fun even more memorable.

And there's some great picks-to-click this month ... some fine releases out among the bass-thumpin' teenage-urban-confusion stuff ... blues gal Marcia Ball's CD, *Let Me Play With Your Poodle*, is hot. She tore up the joint at the '96 Long Beach Blues Festival. The original Mötley Crüe is back together and their hardcore fans will love the raw and raucous, *Generation Swine*. One of the best country-rock discs to come down the dusty trail is *Whatever Comes First* by Sons of the Desert. This is a no-bull CD that'll clean out the cobwebs and get you in the mood for a putt down a long highway on a full-moon night.

—Bill Hayes

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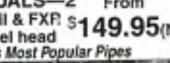
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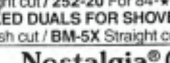
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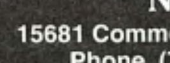
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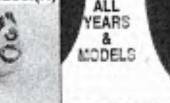
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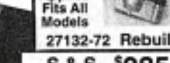
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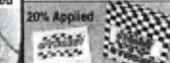
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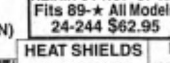
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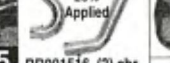
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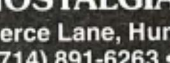
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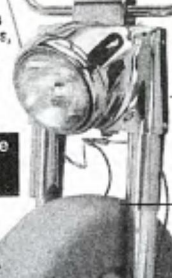


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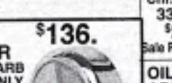
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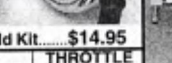
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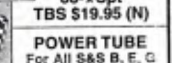
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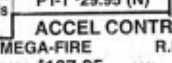
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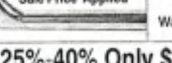
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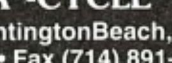
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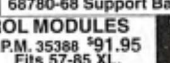
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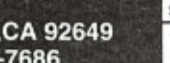
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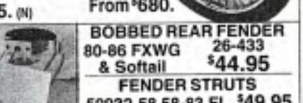
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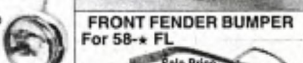
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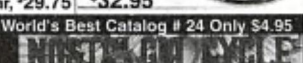
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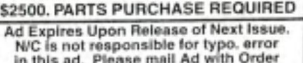
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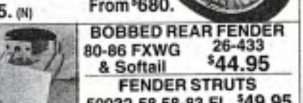
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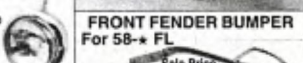
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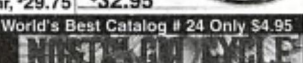
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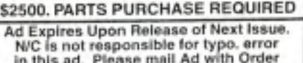
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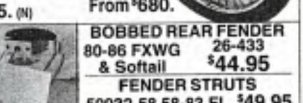
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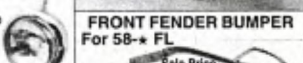
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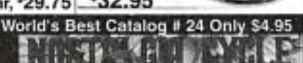
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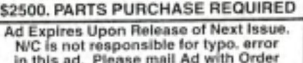
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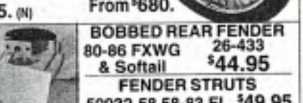
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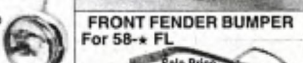
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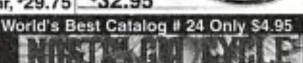
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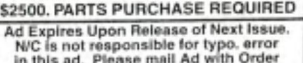
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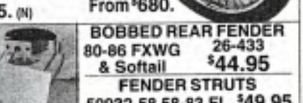
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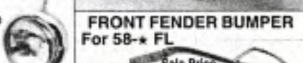
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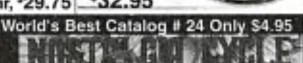
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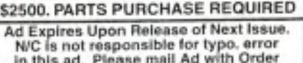
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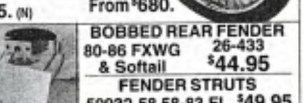
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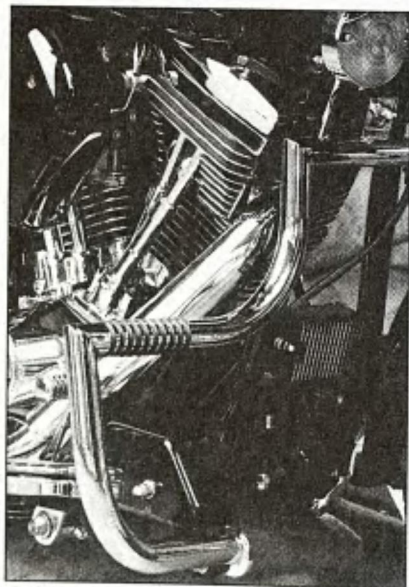


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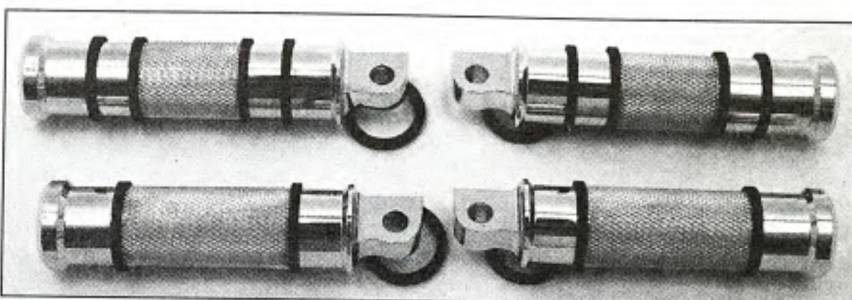
Air Cleaners By Goodson

Here's the first light, stylish air cleaner that fits the size of your Big Twin and has a "parabolic curved venturi." The Goodson air cleaner is calculated to fit each individual model of carburetor. Dennis says, "The compact housing delivers performance breathing capacity." They're available smooth, flamed, with lightning bolts, or zig-zagged. Give Dennis a call at (303) 455-4054.



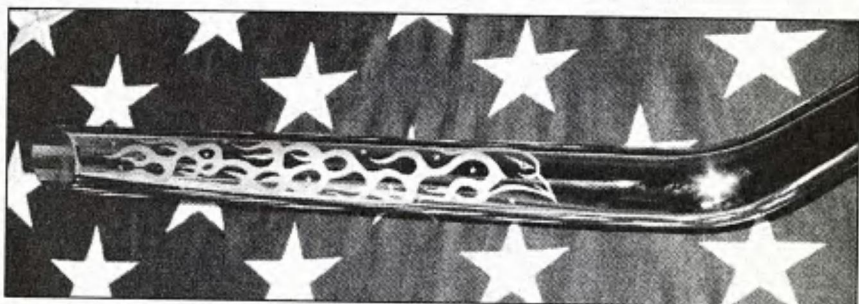
Linbar

Linby Custom's new highway pegs look damn good to us. They have combined the pegs and engine guard into one unit. The new design is easily installed and gives the rider comfort combined with function and appearance. Call Linby Custom at (714) 630-2614.



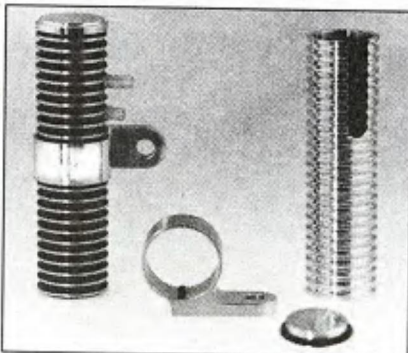
Dewey's Pegs

Our pals Dewey and Mary Jelen have started up a little business that's been a long time coming. They're making rider and passenger pegs that are 1 inch longer than stock. These 6061 T-6 aluminum show-quality pegs are excellent, and Dewey will replace the rubber o-rings as long as you own your bike. Call Dewey at (970) 247-7731.



Fireside Introduces "Satin Finish"

Fireside Design is in the business of making your metal stuff—pipes, points or derby covers, gas caps, etc.—look good by putting designs on them. The available patterns are lettering, skull and crossbones, logos, roses, flames or any other line art. They are even adding a "Satin finish" process to their line of designs to make the art work look even hotter. Give Fireside a call at (813) 573-3093.



American Custom Products

Risers, a new-style oil pressure gauge, and a ribbed billet battery acid head the list of products offered by American Custom Products of Evans, Colorado. The acid trap caught our eye—a sure way to keep the bad juice off the chrome. Get a hold of these guys at (970) 663-1268.



Fusion Wheels From PM

Performance Machine offers these new "Fusion Billet" wheels for 1997. The two new styles, Twister and Tribal, are clean and boltless. True to their name, Performance Machine assures the rider that these wheels are superior in strength, balance, and trueness. You can reach PM at (562) 634-6532.

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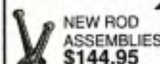
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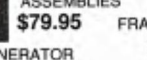
STARTER
GEAR
\$19.95



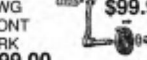
HI ENERGY
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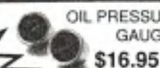


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\$134.95 & UP

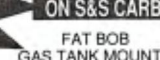
CANYON RUN

Inc.

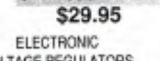
DISCOVER VISA MASTERCARD C.O.D.



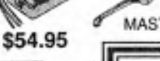
OIL PRESSURE
GAUGES
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OIL TEMPERATURE
GAUGE
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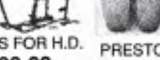
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COMPLETE
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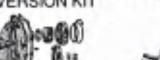
FAT BOB
GAS TANK MOUNTS
\$29.95



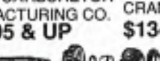
ELECTRONIC
VOLTAGE REGULATORS
\$54.95



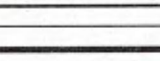
MASTER CYLINDER
\$49.95



FAT BOB
GAS TANKS
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CRANE, ANDREWS
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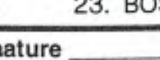
WHEEL ASSEMBLIES
\$189.00 & UP



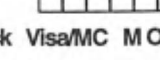
LEATHER JACKETS
\$139.95



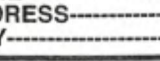
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PASSING GAS



"Now dash away, dash away, dash away all!"

"Doc, my dog is real, real sick," a distraught Ziggy said, putting the limp animal on the examining table. The vet checked the pooch, then turned to Ziggy and said regretfully, "I'm sorry, mister, he's not sick—he's dead."

"No, he can't be," Ziggy insisted. "He's just sick, I tell ya." "Sandie," the vet said, turning to his assistant, "bring the tabby in."

The assistant placed the cat in front of the dog's nose. The cat sniffed the mutt, walked across his lifeless body, and bit his tail.

No response whatsoever.

Finally resigned to the situation, Ziggy admitted, "OK, man, I guess he really is dead. What do I owe ya?"

"That'll be 825 dollars," answered the vet.

"Eight hundred and twenty-five bucks!" exclaimed Ziggy. "What the fuck for?"

"Twenty-five for my fee," the vet replied, "and \$800 for the cat scan."

Shark
Circlin'

"And Dad," the college freshman's letter ended, "please send \$30 for warm-up pants. Love, Amy."

"Dear Amy," her father replied. "I've enclosed \$60. Get a pair for your mother too. Love, Dad."

Dago
Simi, Calif.



"Alan, are you naked again?"

The young Swedish au pair had been working for the Schmitts for more than a year. While hardworking and efficient, she was still having a bitch of a time with English.

One day she told Mrs. Schmitt that she had received some good news from her boyfriend, Sven. "He is coming visit me from army next week!" she gushed.

"That's wonderful," replied Mrs. Schmitt. "And how long is his furlough, dear?"

"Oh," the young lass responded, "about as long as Mr. Schmitt's—but maybe more thicker."

James Wheway
Milford, Conn.

Why are more and more couples winding up in divorce court these days?

Tougher gun laws.

Risky
Takin' Chances

Hannibal, the barber's pet Rottweiler, stared intently at the dude whose hair was being cut. Curious, the customer said to the barber, "That sure is a strange dog you've got there—he sure gets off on watching people get haircuts, doesn't he?"

"Naw, that's not it," replied the barber. "You see, every now and then I snip off an ear."

Lady Macbeth
The Springs, Colo.



"... and this will guarantee you'll have your ass back home before the stroke of twelve."





"Hey, Ed, I found your belt!"

A surefire sign that you're really getting on in years: Your brain starts winning arguments with your dick.

Mad Dog
Gettysburg, Pa.

What was the bleached blonde's response when asked why she kept hitting the space bar on her computer keyboard?

"I'm writing my autobiography."
Dannon Mourfield
Elizabeth City, N.C.

A Gold Wing rider unknowingly parked in a tow-away zone, and when he returned 30 minutes later, his bike was nowhere to be found. He phoned the cops to report the situation.

"Sir, would you please describe the motorcycle?" the dispatcher asked.

"It's a brand-new 1997 Honda Gold Wing, light blue, and completely decked out," he reported.

"A Honda, you say?" responded the dispatcher. "Well, I think it's safe to rule out theft, then."

DeeCee
Capitolizing

Did you hear about the biker chick at the hotel pool? She was barred from the area after the lifeguard saw her going down for the third time.

Maes
Networking

Sexy Suzy went to the doctor for her annual checkup. The sawbones told her to disrobe and climb onto the examination table.

"Doctor," she said shyly, "I'm sorry, but I can't undress right in front of you."

"All right," said the doctor. "I'll flick off the lights. You undress and tell me when you're through."

The room went completely black. "All right, doctor, I've undressed," said Suzy in the darkness. "What should I do with my clothes?"

"Your clothes?" answered the doc. "Just put them over here, on top of mine."

Randy Vaughn
Beeville, Texas

Definition of *organ grinder*: sand in your condom.

Big D
Funtown

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.



"I ask you, who can argue against the merits of cloning?"



"Man, these warm drinks go right through me!"

TALKING TECH

BASKET BASICS

I'm looking to build a basket case. I don't have much experience, so I was wondering what would be a good first bike and if you could recommend any restoration manuals.

Greg Mc Gee
Burns, Oregon

I'd suggest any rigid frame Harley, then make sure the basket is complete: frame, wheels, brakes (and linkage), fenders, tanks, front end, engine, tranny (and plate), oil bag, dash, handlebars, seat distributor, generator, clutch (engine sprocket), and carb. Manuals will help determine what's there and what's missing. Catalogs will help you get a fair idea of prices for the parts you'll need to buy. A set of our Tech Tips and Tricks books would be a great addition to your library, before you start your project. For an actual basket case call Barnett H-D, El Paso, Texas (800-736-8173, 915-592-5804) and see what they have floating around their basket department. I think they even deliver.

KNUCKLE-BUSTER

Got a great deal on a '36 Knuckle basket case. All the critical parts were there, but as I started poking into the tranny, I understood why I got such a good deal. The whole tranny is shot. The case is cracked, and the gears are so worn there's no consideration of using them. I have no idea where to go for a new tranny, or even parts.

Rippin' Roger
Gainesville, Florida

STD builds cases and Andrews Products makes gear sets. Custom Chrome also has 4-speeds for all tin primary models; they even have two options for first gear ratios to choose from. The complete unit also comes with a heavy-duty kickstarter; tin primaries are also available in case the one you have is as bad off as the tranny is.

KICK IN THE BUTT

Hey! I tried to contact Kick-Start about some Knuck parts after you printed their address, but soon found out they'd moved. I'd like to contact them. How's about printing the right address this time? I'd appreciate it.

Pirate Pete
Bowling Green, Kentucky

Sorry 'bout that. Here's the correct info: Kick-Start Motorcycle Parts, P.O. Box 9347, Wyoming, MI 49509, (616) 245-8991. They have a new catalog out with plenty of parts and info for your project.

MORE OIL WOES

I haven't been able to determine at what temp the oil in my '79 FLH should run. Do I need to run an oil cooler?

Dale Barnes
Albuquerque, New Mexico

The oil temperature in your tank should not go over 220 degrees. At this temperature, the engine is at or near 300-plus degrees, while the normal operating temperature is 180-200. Anything outside "normal" is considered "extreme duty service." If you decide to run an oil cooler, and it's not a bad idea, look for one with a thermostat. This will keep the oil in the proper operating temperature.

SIDEHACK SPORTY

Is there anywhere I can get some info on building a sidehack for my '88 1200 Sportster? Am I dreaming?

Big Al
Lompoc, California

It took some digging, but here's the source: Doug Bingham, Side Strider, Inc., 15838 Arminta St., Van Nuys, CA 91406, (818) 780-5542. See? No dreaming.

A CERTAIN SEAT

I was reading some back issues and came across a pic of a '77 FLH in a March '91 Tech Tip. The article was about retrofitted mag wheels, but what caught my eye was the seat and seat hand rail. What type of seat is it, and where can I find one? Do the hand rails come with it?

Ray Weibe
Colorado Springs, Colorado

It's a handmade rail, so let's put out the word to the bike's owner, Kerwin Kerr of Elizabethtown, Kentucky. He would be the best person to ask. As for the seat, I'd suggest skimming through a Drag Specialties or Custom Chrome catalog and see what they have. If the seat hand rail is stock, then someone out there is bound to

be making 'em; so, again, I'd suggest the catalogs. Also, check out as many swap meets as you can; maybe you'll find it there. Good luck!

HOT WIRING

I'm building a ground-up chopper with a 96-inch S&S motor and 4-speed kickstart tranny, all in a Paughco rigid frame. I need to know who makes a wiring harness for my bike? Also, does this harness include the handlebar wiring for signals, horn, etc? Also, what is the best ignition for this bike and will it plug into the wiring harness direct or will I have to modify it? If you could steer me in the right direction on these things I think I can finish the rest.

"Boner" Burns
Liberal, Kansas

Easy. Custom Chrome, Drag Specialties, and Pro-One are but a few who can take care of your wiring needs.

SHUTDOWN UPDATE

I live in Marwayne, Alberta, Canada, your neighbor to the north. Anyway, Christmas morning, I got a call from by bro's Harold and his father, Tony Wright, in Aberdeen, Mississippi. Harold's '85 ironhead Sporty was losing compression intermittently, just like my '83 Sportster ("Sporty Shutdown," Tech Letters, Feb. '97). He was reading Talkin' Tech a week before the issue even gets up here. Harold called his dad who rides a '95 Evo Sporty, and they gave me one helluva Christmas present when they told me to ream out my valve guides. Apparently I'd had them rebuilt by a rice-rocket mechanic. Now they're strokin' and my tire is smokin'.

Michael Maennchen
Marwayne, Alberta Canada

Hey, without you readers, we'd just be a bunch of crazed, drooling wrenches locked up in the garage, bench racing each other to death. Thanks for the update, and raisin pie to you, Harold and Tony. ☺

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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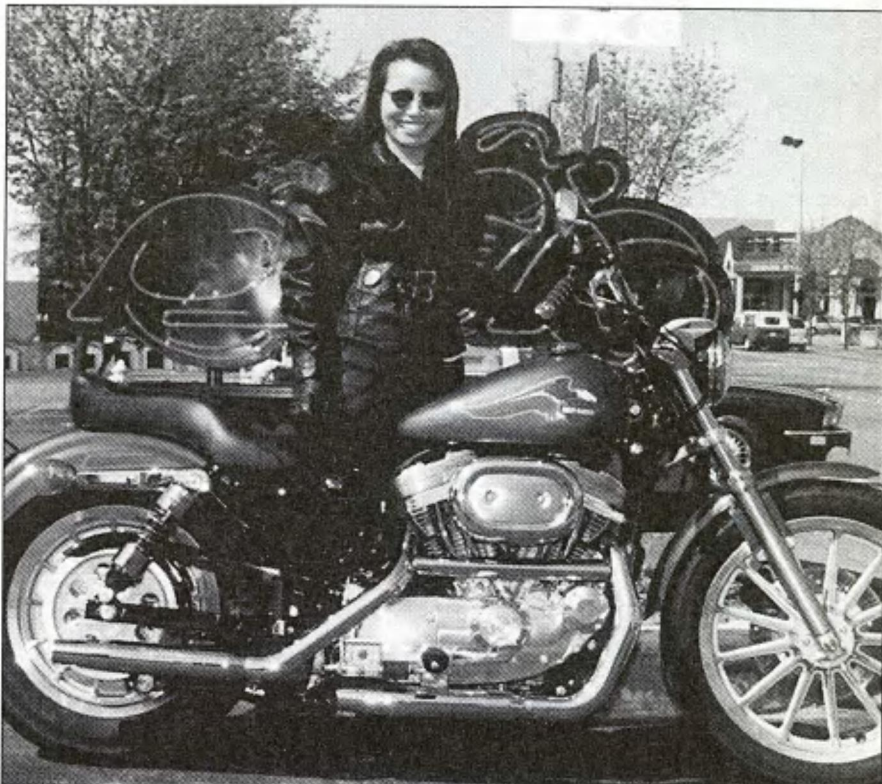
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BROS CLUB NEWS



New Bros Club member Trinh Warner.

From Washington To Texas Bros Know How To Party

As usual, I found out too late that due to space problems in the September issue, the Bros Club column was yanked. So, I'm gonna try and play a little catch up with this one.

Back in April we kicked off a Bros Club barbecue at the *Easyriders* Store of Bellevue, Washington, that Scott Barron, the owner, and I had been planning for months.

As the barbecue rolled into full swing, Trinh Warner from Seattle strolled in to pick up her newly modified Sportster. Bob Murphy, service manager at the store, was busy putting the finishing touches on the Sporty and turning steaks, simultaneously. Seeing as how Trinh was new at this Harley stuff, we decided she was a ripe candidate for the Bros Club—so we mentioned it. She agreed and became our first new member of the day.

A steady crowd of riders enjoyed the free hamburgers, hot dogs, soft drinks and, of course, our excellent company all day long.

From Bellevue I made a beeline to the Lone Star State, where *Easyriders*

of Dallas was kickin' off their "Spring Bash" party. And what a party it was. Store owners Rick and Tina Fairless spared no effort or expense, offering party-goers live music, featuring the band KGB Hippies, and organizing a ride-in bike show with special hand-made trophies for all the winners. Free beer was also provided by the store and the "Let The Good Times Roll" barbecue was there to cook the grub.

We met a whole bunch of the Dallas Bros Club chapter members, and I can tell this is gonna be a fun chapter. Lucky for them, there's plenty of meeting (read: party) room at this store.

Till next time, ride safe.

—Gregg Daniel

New members this month:

Trinh Warner, Washington
Mike Brown, Washington
John Franklin, Washington
Dana Kalgaard, Texas
Jeff Castro, Texas
"Bread Box," Texas

Catch me online or in the mail. I travel with my laptop so e-mail is the best way to get a hold of me. My e-mail address is BrosClub1@aol.com; mailing address is Gregg Daniel, c/o Bros Club, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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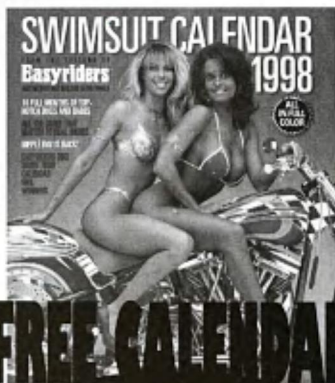


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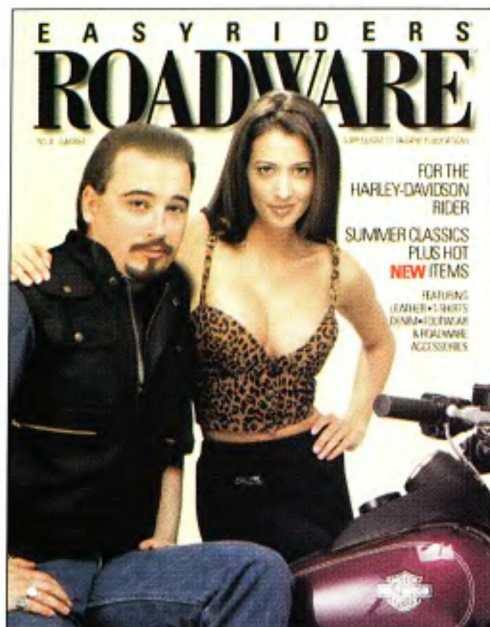
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Special Features



The 700-mile round-trip ride to Hollister I took a few weeks before Sturgis was just a warm-up for the real thing. Driving rain, thunder storms, gale force winds, and hail the size of marbles could not keep us away.

Thundering in from all points of the compass, tens of thousands of bikers converged on Sturgis, South Dakota. Most came for the party, first-timers for the experience, the hard-core for the ride, and others just 'cause they do it every year. It's tradition.

For our crew, we do it for the uncaged feeling of the open road, and a week of riding and partying with solid brothers. After our all-too-tame experience with custom baggers in '96, Bandit

S O U T H D A K O T A BIGGER THAN EVER STURGIS '97

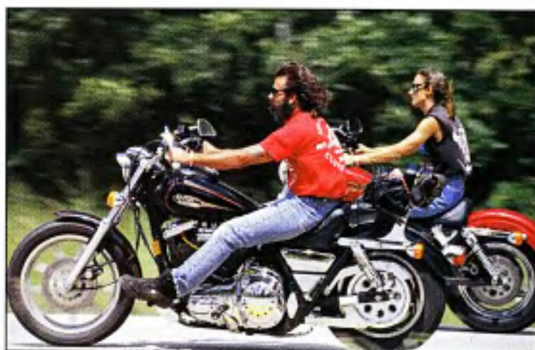


and I built choppers for this year's ride. I got mine dialed in on the run to Hollister but days before our planned departure, Jesse James and Bandit were scrambling to get Bandit's sled painted and re-assembled. True to form, the night before we were to leave, Bandit's chopper was finally fired up and ready to roll, amidst unrestrained protests from Jesse. "Shit Bandit, you gotta be fuckin' crazy to take a full-custom chop on a two thousand-mile run without a shakedown around town!" Bandit just gunned it out of there, eager to hit the road.

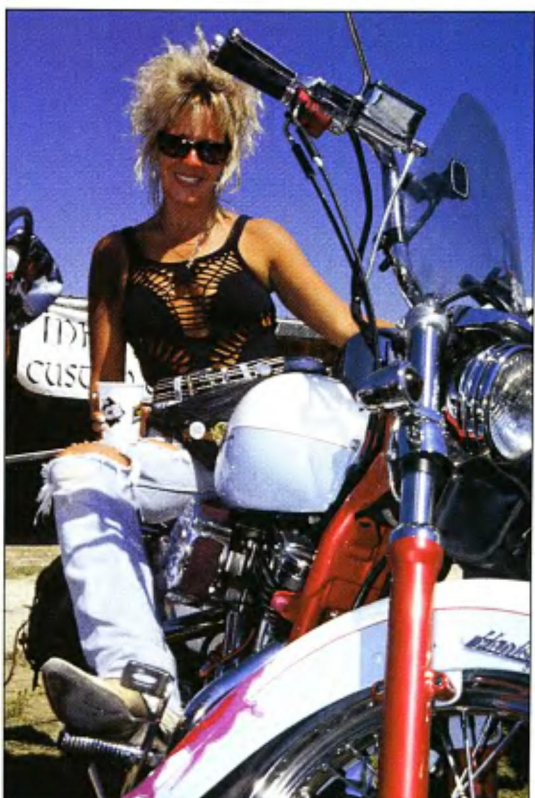
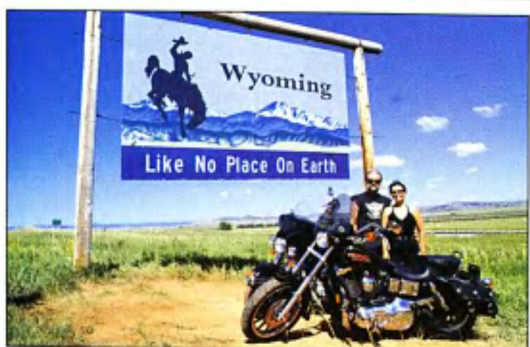
Before dawn the next morning, Dangerous Dale and I hooked up with Bandit and blasted →



off into the California desert, making a run for the Arizona border and looking forward to shit-canning our helmets. The noontime sun fried our brains until the gray skies loomed ahead and we hit our first electric storm just west of Flagstaff, where we hooked up with Myron Larrabee riding out of Scottsdale. Not to be deterred, we pushed on up to Durango, then over the mighty Rockies and down into Glenwood Springs, only hitting rain in the late afternoon. Not carrying rain gear, it was always a mad dash for the next bar or truck stop until the road dried out.

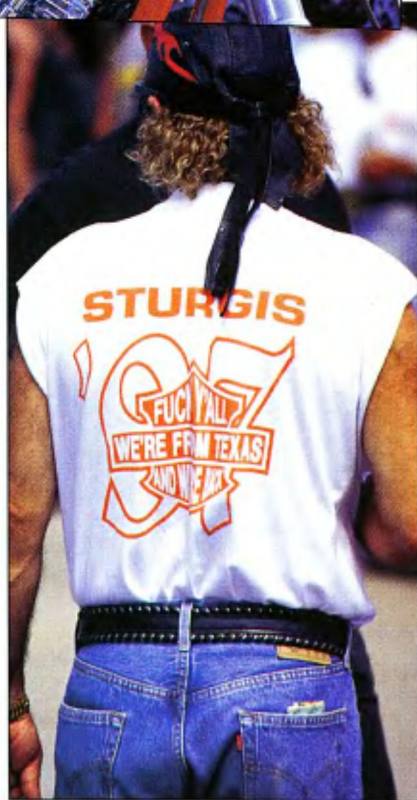
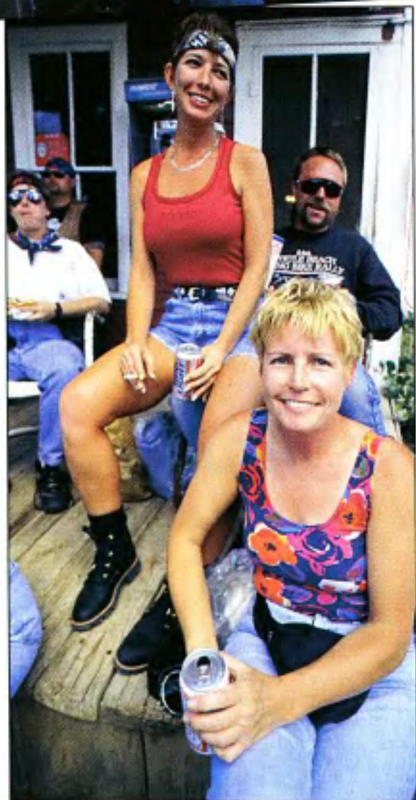
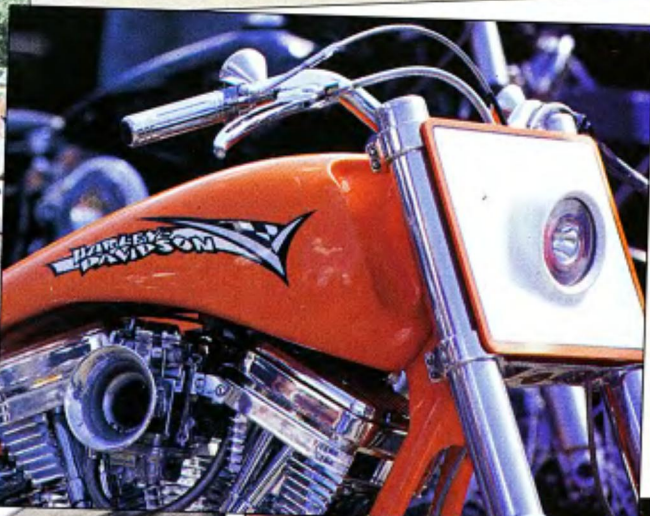
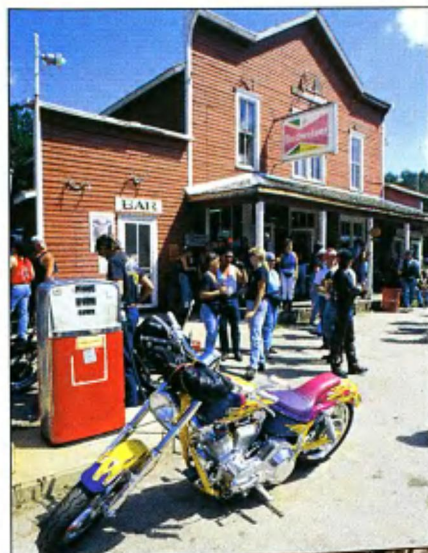


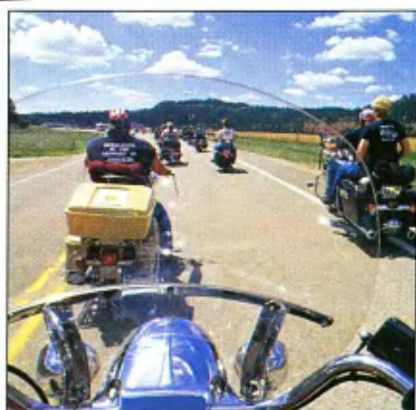
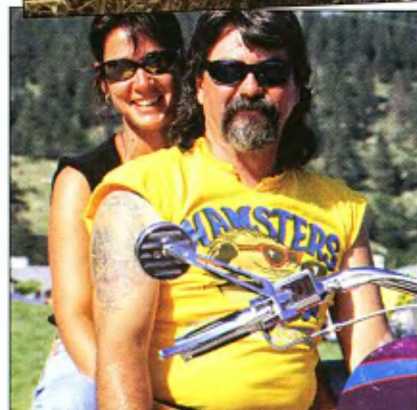
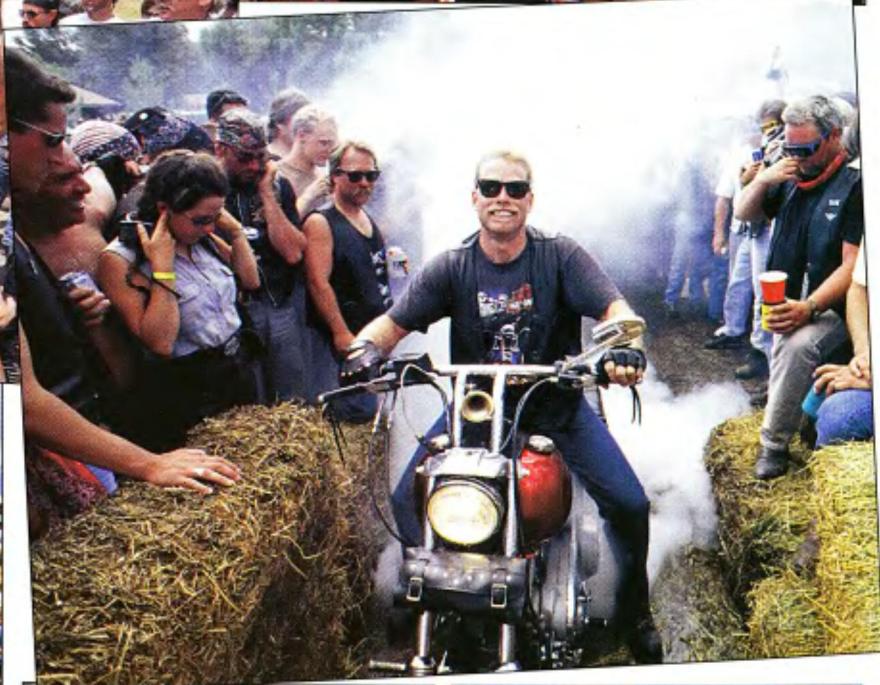
Five days, several minor repairs, and almost 1,800 miles later, we dropped into Spearfish Canyon like four conquering road warriors. For those of you who have made this run you will know that the Black Hills region is famous for its great riding with endless highways running through rugged mountains, green forests, picturesque lakes and canyons. But for the past few years the roads leading into Sturgis, especially running north from Cheyenne, have been plagued with road work. But not this year. Except for a short stretch on the cut-off linking Four Corners to Sundance, the new blacktop was fast, smooth and a pleasure to navigate.



We spent Sunday catching up on lost sleep and working on the bikes, but by nightfall it was time for the partying to begin. True to form and surrounded by his latest custom creations, Arlen Ness's annual press party at the Hamster lodge was rocking. Of primary interest was Ness's new →

ALADDIN, WYOMING





HULETT, WYOMING

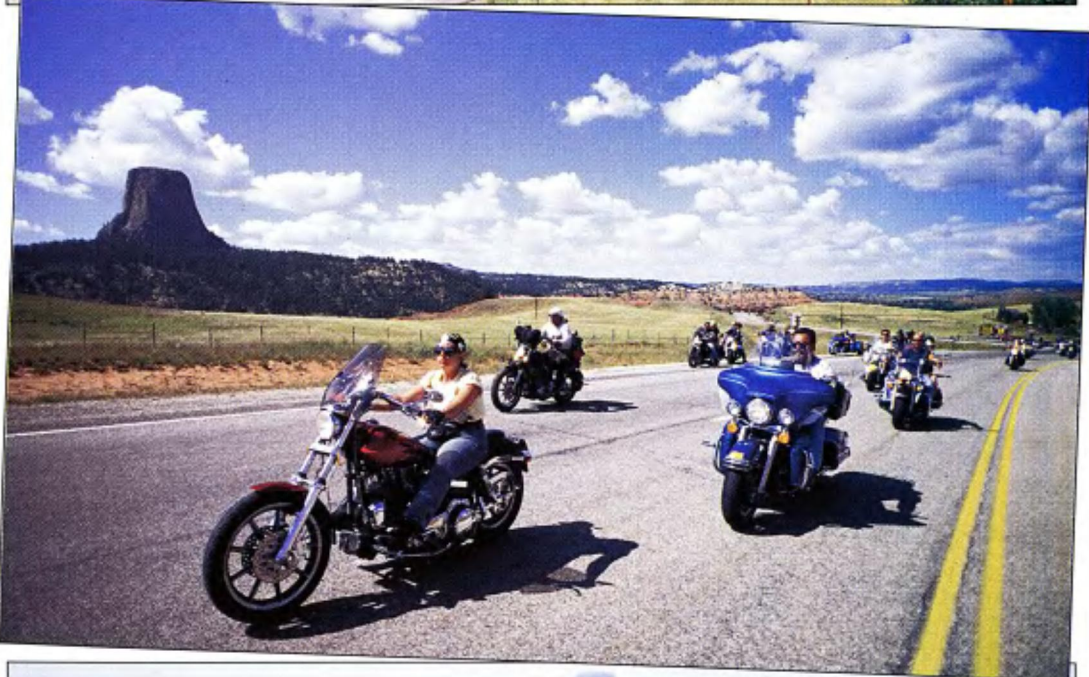
DEVIL'S TOWER

double overhead cam motors, as was Dave Perewitz's four cam motor and Donny Smith's Pan-Evo. The family had arrived, all rolling in with exceptional custom rides. It was heartwarming to see the number of choppers in the lineup, many sporting Jesse James' close-fitting fenders, high bars, up-swept pipes and longer front ends.

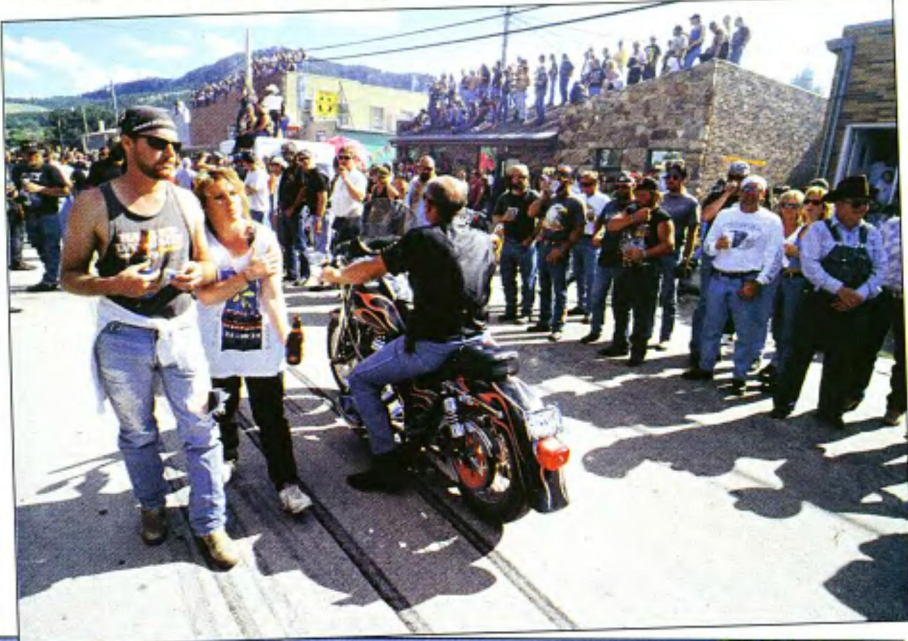
Blasting into Sturgis the next morning, it didn't take long to realize that this event was growing. The crowds, the bikes, and the traffic were all thicker than ever. Doing our rounds of friends, dealers and bike builders we found that parking, even for a bike, was becoming a major problem. But to compensate, the women were getting better looking. Unlike Daytona, Sturgis has never been famous for its bikini-clad hardbodies, but this year they were busting out all over the place.

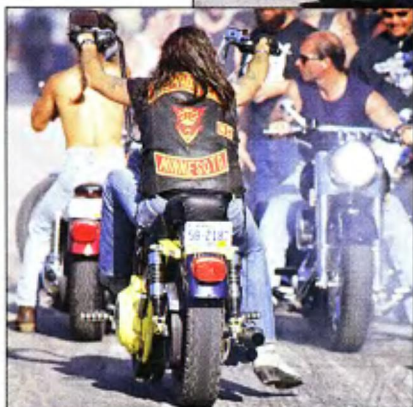
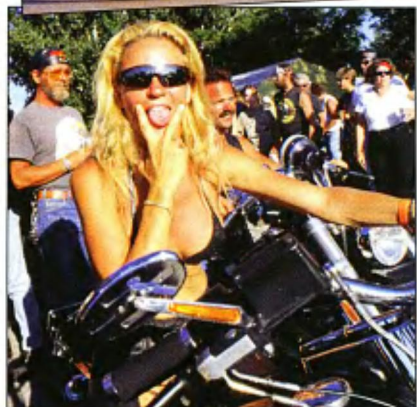
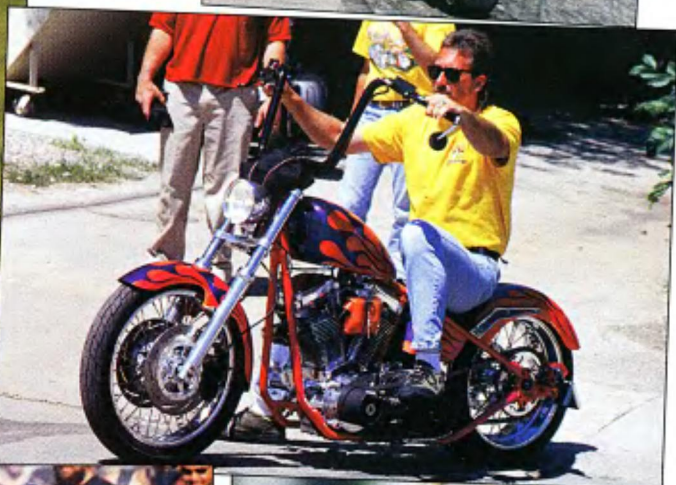
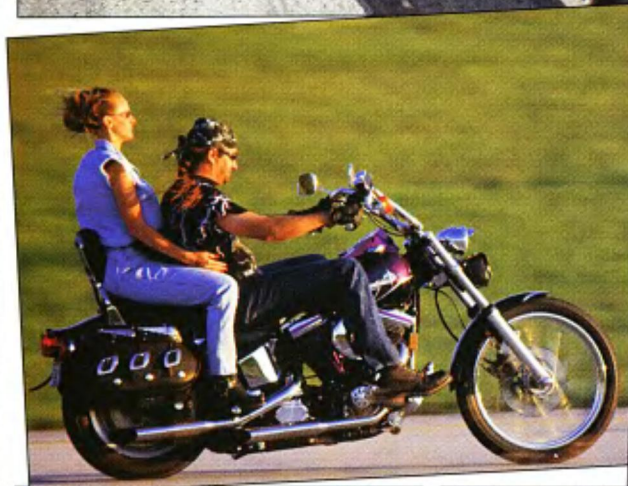
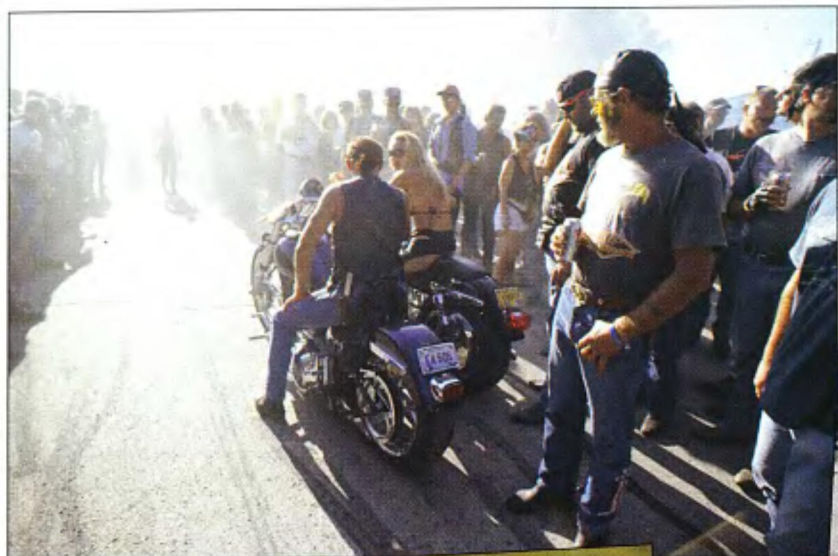
Cruising down Main Street, our new, long sleds snapped more than a few heads, particularly Bandit's Damon Red bagger-chopper. After that, it was over to the Community Center to scope out Pat and Brooke Kennedy's latest 20-inch-over "Bumble Bee" yellow creation. Across the road Ron Simms was holding court in the Camel compound, surrounded by a selection of his wild beasts (machines and women). And just around the corner, Titan was basking in the reflected glory of their *Playboy* cover and the *Playmates* signing magazines.

On Wednesday, after a quick round-trip to Rapid City to check out the Harley-Davidson show, we hammered it out to Beulah, 28 miles west of Sturgis and just over the border into →



SUNDANCE, WYOMING





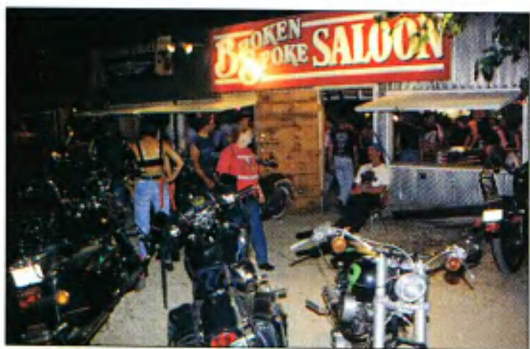
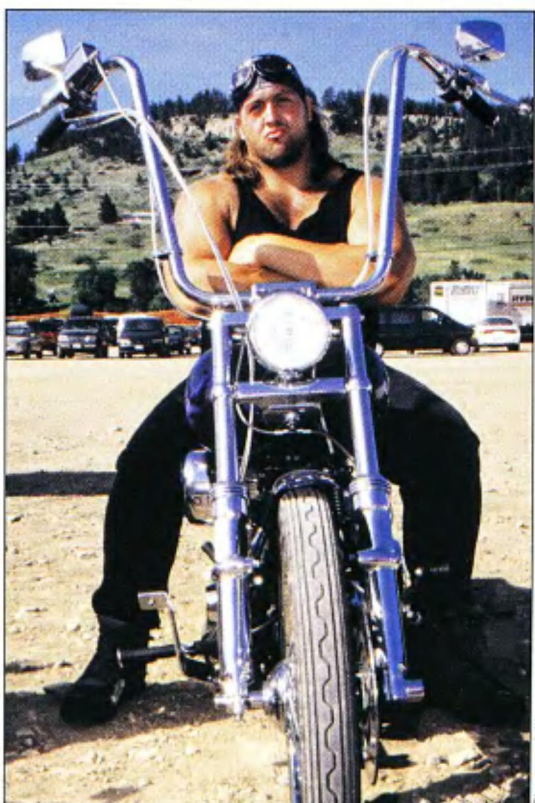
BEULAH, WYOMING



Wyoming, to check out the action. Now this is what it's all about. A small gas station and general store in the middle of nowhere was surrounded by bikers doing what bikers do best—street race. Bikers returning from the thrills of Bum-Out Wednesday at the Dime Horseshoe Saloon in Sundance, traditionally stop in Beulah for a dose of high octane speed and excitement. And this year was better than ever. Everyone was getting into the act, baggers racing baggers, chicks racing on Sportsters and FXRs and Hamsters racing outlaws. Even when the law arrived, they merely smiled as one would smile at an errant child and said, "Don't block traffic, and carry on."

The rest of the week was Sturgis as usual—a wild blur of riding, partying, bike shows, burnouts, fast food and faster women. The gods must have been smiling on us since even the rain that had plagued our ride up from L.A. held off for the week's festivities.

Now I'd love to talk more about the wild rides, drunken debauchery and naked women but this is all the space Bandit has given me. So you'll just have to look at the pictures and come experience it for yourself. See y'all in '98.
—Frogman



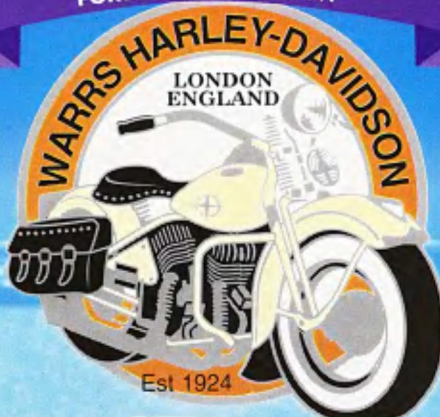
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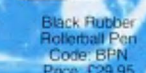
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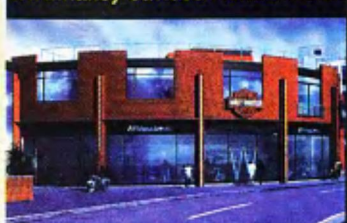
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girls of biker babes storm the net **easyriders.com**

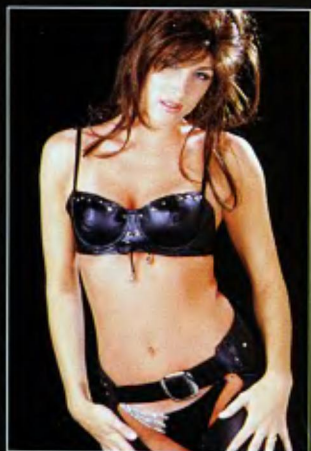
SEX, SEX, SEX!! Got yer attention didn't I? Sure I did. Sex sells, goddammit, and with that in mind, our lecherous staff has taken their collectively torrid selves to the Internet. The *what*, you say? Why the hell would I "go on the Net?" I'll tell ya why. First

off, do you have the balls to call Bandit a computer geek? As much as many of us hate it, times change, brother. And to keep up, sometimes ya just gotta change with 'em. There are lotsa "hardcore" bikers on the Net. Sure there are "soft-core ones too, but what the

hell? No one really knows who's on the other end anyway, kinda like phone sex. Second, we have one of the best damn sites out there! Plus, this'll allow the mag to reach a broader audience.

In August, our computer literate staff members teamed

up and launched an outrageous Web site. In some cases, we're gonna let folks around the world know we're out here and have been for more than 26 years. And for those who already know, the site is full of stuff worth exploring with a stock mouse.



rebecca

And what do you think is the most popular visual of the site? Well, besides the custom motorcycles. *Easyriders* babes of the Web.

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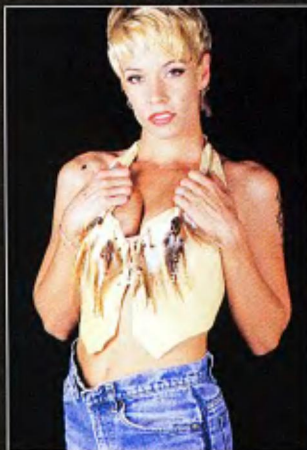
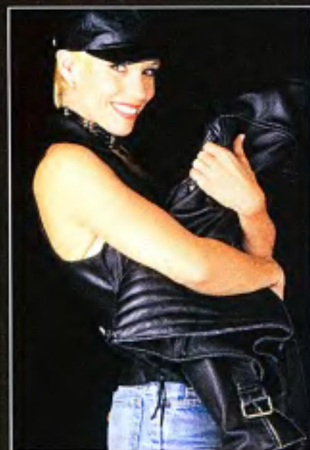
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WHAT'S HAPPENING

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INFO



tanya

show area to see these gals off-load their biker apparel, or entering the casino to try your hand at strip poker with these girls, they'll bring

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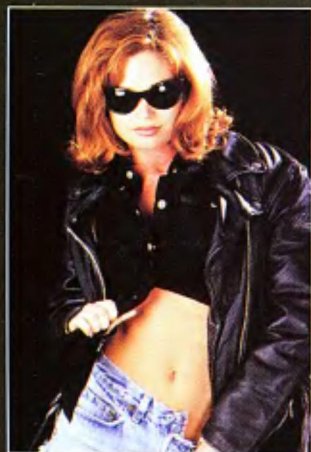
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now at www.easyriders.com.
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HANG-OUT

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CASINO

CHAT





Photos: Achemy Communications



When I asked Tom Karp, owner of the radiantly red street scorcher shown here, to summarize his involvement with motorcycles, a cloud seemed to pass across his face, and his cheerful demeanor evaporated like spit on Arizona pavement in August. Tom stared vacantly into the

warm California evening. A minute passed, then another. And another. When he finally spoke, his grim, toneless answer—half non sequitur and half personal observation—seemed to come from lips that didn't move. "This whole Harley thing," he said, "is like a drug addiction."

Well, of course, I detected

a bit of tongue-in-cheek melodrama in Tom's answer. In fact, for all I know, Tom was completely kidding when he made the remark. Nonetheless, once he told me his story, I had to admit that the analogy didn't seem altogether inappropriate.

"A few years ago, I bought a perfectly clean Shovelhead," Tom said, a

bit wistfully, as he recalls that carefree, all-too-brief, period before he became another victim of the motorcycling world's equivalent of the ebola virus. That's right, the big Double-C—Customizing Carcinoma, the only known cure for which is death. "I went from a stocker to the bike you see here—all it required was agony and lots of cash."

By the time I learned all the facts, it was evident that Tom's problem was partially hereditary. "My dad's been into old cars his whole life—he's got 20 or more right now, including a 1940 Ford Woody. I was exposed to hot rods early, and the transition to motorcycles was just natural. I picked up my wrenching skills by following my dad's example—you know, acquiring one bike after another. At first, I was into off-road stuff, then I got a Softail. But I didn't want a bike like all the others you see today. My tastes run to older bikes—you know, a plain paint job, unpretentious, something with character and dignity."

The photos shown here are ample evidence that Tom achieved his goal. He did all the work himself, except the for the motor and transmission. Otherwise, everything is different—the gas tank, fenders, seat, oil tank, and exhaust, to name but a few of the alterations. Tom is quick to give credit for the tricky stuff to Marty Ruthman, who's among the best of SoCal custom builders.

"Marty was the one who →



HIT-TECH

"THIS
WHOLE
HARLEY
THING IS
LIKE A
DRUG
ADDICTION"

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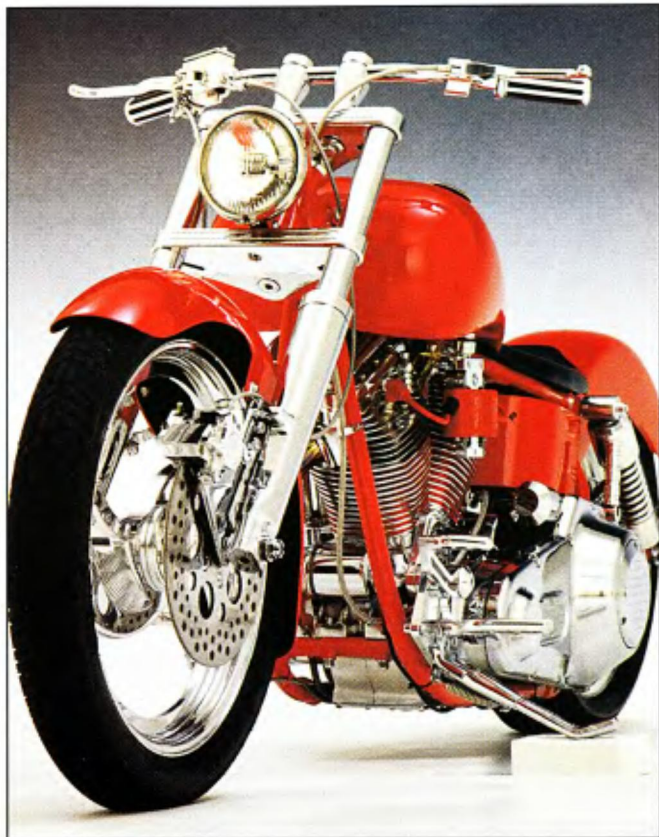
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convinced me that it was possible to drop the Evo engine into the frame and make it look like a Panhead," Tom said. And

like a man consumed by marijuana launches his ass into a hefty bag of cocaine, Tom lost control. Marty spread the swingarm and

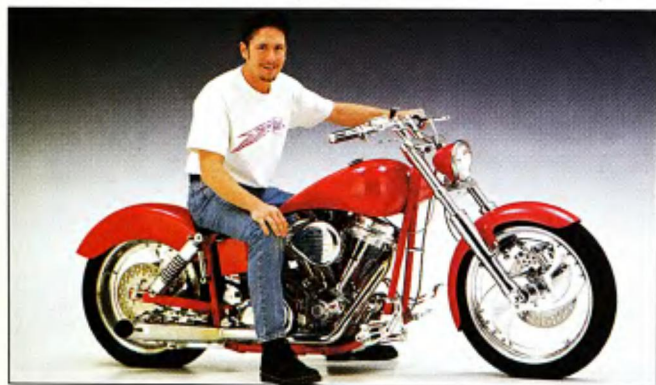


fitted a wide rear, he stripped the old drum brake front end and polished and chromed it, the engine was built with billet

and performance from the ground up, and Tom's addiction flourished, like the flu bug at Christmas.

—Tex





Owner: Tom Karp

City: La Crescenta, California

General

Fabrication: owner/Hi-Tech,
Van Nuys, Calif.

Year/make: 1971 Harley-Davidson

Model: FL

Value: 35 grand

Assembly: owner/Marty Ruthman,
Hi-Tech

Chroming: Astro/South Bay

Engine

Year/model: 1996 S&S Evo

Rebuilder: Hi-Tech

Ignition: Crane HI-4

Displacement: 96 cubes

Lower end: Delkron

Pistons: S&S

Cases: S&S

Heads: S&S

Cam: S&S

Carb(s): S&S

Pipes: Samson

Modifications: Pan rocker boxes,
turned barrels, Hi-Tech balancing, S&S

lifters, S&S air cleaner

Transmission

Year: 1971 H-D

Shifting: 4-speed, Rivera Pro Clutch

Modifications: Andrews gears/
Rivera Pro Clutch

Paint

Molding: Rod Alexander

Painter: Rod Alexander

Color/type: red/PPG acrylic enamel

Frame

Year: 1971

Builder: H-D

Type: FL

Shocks: Works Performance

Modifications: 35-degree rake, internal
fender struts and fork stops (Hi-Tech)

Accessories

Bars: Ness drag

Risers: Accutronix

Handlebar controls: Performance
Machine

Fender(s): modified H-D

Headlight: Ness

Tailight: Ness

Pegs: Performance Machine front/
Ness rear

Electrics: minimal

Foot controls: what it can

Gas tank: FXR, stretched and widened/
Joe Guzman

Oil tank: H-D

Seat: Frank, Carskins

Mirrors: nope

Grips: CCI

Forks

Type: FL

Modifications: 2 inches under,
billet trees

Wheels

Front

Type: RC Components

Size: 19 inches

Tire: Metzeler

Brake: Performance Machine

Rear

Type: RC Components

Size: 18 inches

Tire: Avon

Brake: Performance Machine

Photos: Raiko Hartman

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1998 RODDER CALENDAR



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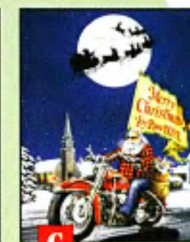
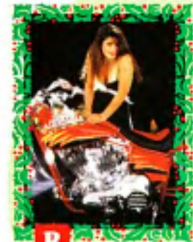
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- B. Inside: Merry Christmas. **110326**
- C. Inside: I'm dreamin' of a ride this Christmas. **110329**
- D. Inside: Here's hopin' you get all the toys you ask for this Christmas. **110324**
- E. Inside: Harley with your lights so bright, won't you guide my ride tonight. **110315**
- F. Inside: Breakin' thru to a Merry Christmas and a New Year's blast. **110313**
- G. Inside: Spreadin' biker goodwill to all. **110314**
- H. Inside: Season's Greetings **110327**
- I. Inside: Season's Greetings **110319**
- J. Inside: Have the ride of your life this season. **110310**
- K. Inside: (A Biker Christmas Story) **110301**
- L. Inside: Season's Greetings. **110325**
- Mixed Set.** One of each of the 12 Cards **110330**



David Mann Sleigh Stein. This David Mann winter scene is crafted onto the ceramic and pewter collector stein. Comes with a certificate of authenticity. **\$69.95 600004**



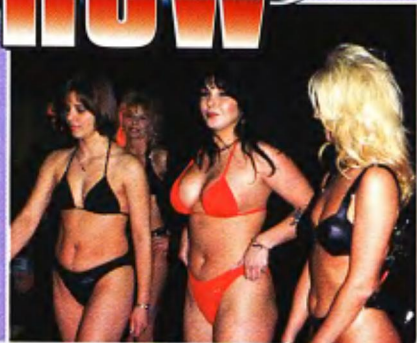
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DECEMBER 13, 1997
King of Prussia/Valley Forge
Convention Center



POMONA, CALIFORNIA
JANUARY 3, 1998
L.A. County Fairplex

CHARLOTTE, NORTH CAROLINA
JANUARY 17, 1998
Charlotte Convention Center

CHICAGO, ILLINOIS
JANUARY 24, 1998
Navy Pier Convention Center

DETROIT, MICHIGAN
FEBRUARY 7, 1998
Cobo Convention Center

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\$35,000 INVITATIONAL
COLUMBUS, OHIO
FEBRUARY 13, 14 & 15, 1998
Veterans Memorial Exhibition Hall



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CHRISTMAS TOY RUNS

UPCOMING RUNS AND HOW TO FIND OUT ABOUT THEM

ALABAMA

ABATE of Alabama: (205) 872-9014

ALASKA

ABATE of Alaska: (907) 248-7828

ARIZONA

ABATE of Arizona: (602) 678-4012

MMA of Arizona: (602) 788-8873

Yuma H.O.G. Toy Run

Date: December 12-13

Info: (520) 782-1931

ARKANSAS

ABATE of Arkansas: (501) 888-1112

ABATE Toy Run

Date: November 27

Place: Jonesboro

Info: (501) 239-8448

ABATE Toys for Tots M/C Parade

Date: December 6

Place: Little Rock

Info: (501) 562-6336

ABATE Toy Run

Date: December 7

Place: Fayetteville

Info: (501) 521-1144

CALIFORNIA

ABATE of California: (800) 540-1979

MMA of California: (916) 442-4727

MMA Toy Run

Date: November 22

Place: Byron

Info: (916) 442-4727

MMA Toy Run for the Needy

Date: November 23

Place: Redding

Info: (916) 442-4727

MMA Toy Run/Salvation Army

Delta Corps Benefit

Date: November 23

Place: Antioch

Info: (916) 442-4727

MMA Toy Run

Date: November 28

Place: Sonoma

Info: (916) 442-4727

ABATE/H.O.G. Charity Toy Run

Date: November 29

Place: Victorville

Info: (619) 245-784

MMA Toy Run

Date: November 30

Place: San Diego

Info: (916) 442-4727

MMA Toy Run

Date: December 7

Place: Central Coast

Info: (916) 442-4727

ABATE/H.O.G. Charity Toy Run

Date: December 7

Place: Ontario

Info: (909) 394-9507

ABATE Toy Run

Date: December 14

Place: Ventura

Info: (805) 494-3287

MMA Toy Run

Date: December 7

Place: L.A. Coliseum

Info: (916) 442-4727

MMA Toy Run

Date: December 14

Place: Sacramento

Info: (916) 442-4727

MMA Toy Run

Date: December 14

Place: Bakersfield

Info: (916) 442-4727

MMA Toy Run

Date: December 21

Place: Lancaster

Info: (916) 442-4727

MMA Toy Run

Date: December 22

Place: Turlock

Info: (916) 442-4727

COLORADO

ABATE of Colorado:

(303) 659-6374

Two Wheelers Toy Run

Date: November 30

Place: Denver

Info: (303) 433-0564

CONNECTICUT

Motorcycle Riders Association:

(203) 588-6666

DELAWARE

ABATE of Delaware: (302) 834-5793

FLORIDA

ABATE of Florida: (407) 668-5006

GEORGIA

ABATE of Georgia: (404) 294-8900

ABATE Toy Run

Date: November 9

Place: Acworth

Info: (404) 294-8900

ABATE Toy Run

Date: November 15

Place: Dalton

Info: (404) 294-8900

ABATE/Wingmen MC

Toy Run & Food Drive

Date: November 15

Place: Gainesville

Info: (404) 294-8900

Annual Gus Singleton

Memorial State Toy Run

Date: November 16

Place: Atlanta

Info: (404) 294-8900

ABATE Toy Run

Date: November 29

Place: Macon

Info: (404) 294-8900

SBU Toys For Tots

Date: December 5

Info: (808) 591-0026

IDAHO

ABATE of Idaho: (208) 345-6231

Idaho Coalition for M/C Safety:

(208) 939-4415

ILLINOIS

ABATE of Illinois: (800) 872-2283

Toy Run

Iron Sleds MC

Date: November 1

Info: (800) 872-2283



Philadelphia toy run.

ABATE Toy Run

Date: December 6

Place: Griffin

Info: (404) 294-8900

ABATE Toy Run

Date: December 6

Place: Dublin

Info: (404) 294-8900

ABATE Toy Run

Date: December 6

Place: Savannah

Info: (404) 294-8900

ABATE Toy Run

Date: December 13

Place: Augusta

Info: (404) 294-8900

HAWAII

Street Bikers United (SBU):

(808) 591-0026

ABATE Polar Bear Toy Run &

Chili Cookoff

Date: November 15

Place: Central Ill. Chapter

Info: (800) 872-2283

ABATE Annual Toy Run

Date: November 15

Place: Fulton County

Info: (800) 872-2283

ABATE Toys for Tots Fundraiser

Date: December 6

Place: Wayne County

Info: (800) 872-2283

Chicagoland Toy Run

Date: December 7

Place: Chicago

Info: (773) 866-TOYS

INDIANA

ABATE of Indiana: (317) 422-8040 →

Attention MROs, shops, clubs, etc.: If your organization or toy run was improperly listed—or not listed at all—make sure to update us with your 1998 info as soon as possible. *Easyniders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, fax: (818) 889-5214.

ABATE Toys 4 Tots
Date: November 22
Place: Porter County
Info: (317) 422-8040

ABATE Toys 4 Tots
Date: December 6
Place: Lake County
Info: (317) 422-8040

ABATE Toys 4 Tots
Date: December 6
Place: Delaware County
Info: (317) 422-8040

ABATE Toy Run
Date: December 7
Place: Tippecanoe County
Info: (317) 422-8040

ABATE Toys 4 Tots
Date: December 13
Place: Jasper/Newton Counties
Info: (317) 422-8040

IOWA
ABATE of Iowa: (515) 858-5001

MAINE
United Bikers of Maine:
(207) 947-1470

MARYLAND
ABATE of Maryland:
(410) 263-9185

MASSACHUSETTS
MMA of Massachusetts:
(800) 432-1662

MICHIGAN
ABATE of Michigan: (313) 421-4367

MINNESOTA
ABATE of Minnesota: (612) 444-7054
Minnesota Motorcycle Riders
Association: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi:
(601) 825-4646

MISSOURI
Freedom of the Road Riders
(FORR): (314) 392-0880

MMA Toy Run
Date: November 2
Place: Carson City
Info: (916) 442-4727, (702) 623-4038

MMA Toy Run
Date: November 16
Place: Reno
Info: (916) 442-4727, (702) 677-2044

ABATE Toy Run
Date: November 28
Place: Hawthorne
Info: (702) 945-3902

ABATE Toy Run
Date: December 6
Place: Winnemucca
Info: (702) 623-4056

ABATE Toy Run
Date: December 6
Place: Elko
Info: (702) 753-8825

Iron Crossmen MC Toy Run
Date: December 7
Info: (702) 438-4191

ABATE Auction & Toy Run
Date: December 14
Place: Battle Mountain
Info: (702) 635-8343

Reno Toy Run
Date: December 14
Info: (702) 359-9390

NEW HAMPSHIRE
New Hampshire Motorcycle
Rights Organization: (603) 627-3528

NEW JERSEY
United ABATE of New Jersey:
(908) 549-1990

NEW MEXICO
ABATE of New Mexico:
(505) 585-9789

Toys for Tots Run
Date: November 1
Info: (505) 334-0628

ABATE Toy Run
Date: November 29
Place: Rio Rancho Chapter
Info: (505) 891-9479

ABATE/H.O.G. Toys For Tots Run
Date: November 30
Info: (505) 632-5416

ABATE Toy Run
Date: December 7
Place: Tularosa Basin Chapter
Info: (505) 585-8443

ABATE Toy Run
Date: December 7
Place: Road Runner Chapter
Info: (505) 445-5956

ABATE Toy Run
Date: December 13
Place: Southwest Chapter
Info: (505) 538-8905

NEW YORK
ABATE of New York: (607) 387-3433

ABATE Toy Run
Date: December 20
Place: East Greenbush
Info: (315) 448-1961

NORTH CAROLINA
Concerned Bikers Association
(CBA): (704) 399-3990

Charlotte CBA Toys for Tots Run
Date: December 7
Info: (704) 399-3990

CBA Stokes Surrey Christmas Run
Date: December 13
Info: (704) 399-3990

CBA Toys for Tots Run
Date: December 14
Place: Union Chapter
Info: (704) 399-3990

NORTH DAKOTA
ABATE of North Dakota:
(800) 247-1213

OHIO
ABATE of Ohio: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma: (918) 835-9559

ABATE Toys For Tots Ride
Date: November 30
Place: Muskogee
Info: (918) 834-6112

NW69 Toy Run
Date: December 6
Info: (918) 834-6112

ABATE Tulsa Toy Run
Date: December 14
Info: (918) 834-6112

OREGON
ABATE of Oregon: (503) 285-4329

ABATE Toy Run
Date: November 16
Place: Washington County
Info: (503) 648-1379

ABATE Toy Run
Date: December 6
Place: S.E., N.E., Columbia
River Chapters
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pa.: (717) 234-3777

RHODE ISLAND
Rhode Island Motorcycle
Association (RIMA): (401) 722-1122

RIMA Toy Run
Date: October 26
Place: Providence
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina:
(803) 337-8511



Photos: Pam Proctor

Chicagoland Toy Run

KANSAS
ABATE of Kansas: (913) 597-5140

KENTUCKY
Kentucky Motorcyclists
Association (KMA): (502) 896-1544

KMA Louisville Toy Run
Date: November 29
Info: Joe (502) 969-8783 or
Fred (502) 969-1885

KMA/KBA Toy Run
Date: December 6
Place: Owensboro
Info: (502) 683-3255

LOUISIANA
ABATE of Louisiana: (800) 393-5966

ABATE Toys for Tots Run
Date: December 6
Place: Lafayette
Info: (800) 393-5966

ABATE Toy Run
Date: December 13
Place: New Orleans
Info: (800) 393-5966

FORR State Toy Run
Date: November 2
Info: (800) 309-RIDE

MONTANA
ABATE of Montana:
(406) 826-3940 or (406) 538-7831

**ABATE Toys For Tots
Charity Social**
Date: December 6
Info: (406) 225-9301

**ABATE 3rd Annual Toy Run
Food Drive**
Date: December 6
Place: Lower Yellowstone Chapter
Info: (406) 365-2175

ABATE Toy Run
Date: December 13
Place: Missoula Chapter
Info: (406) 543-0356

NEBRASKA
ABATE of Nebraska: (402) 489-7444

NEVADA
ABATE of Nevada: (702) 945-5365

SOUTH DAKOTA
ABATE of South Dakota: (605) 347-4009

TENNESSEE
CMT/ABATE: (615) 883-5024

CMT/ABATE Northwest Toy Run
Date: November 1
Info: (615) 883-5024

CMT/ABATE Toy Run
Date: November 15
Place: Smith/Wilson
Info: (615) 883-5024

CMT/ABATE Toy Run
Date: November 15
Place: Chester
Info: (615) 883-5024

CMT/ABATE Toy Run
Date: November 22
Place: Upper Cumberland
Info: (615) 883-5024

CMT/ABATE Rutherford Toy Run
Date: November 29
Info: (615) 883-5024

TEXAS
Texas ABATE Confederation: (409) 849-0258
Texas Motorcycle Rights Assn.: (800) 222-0913

5th Annual Tri-County Toy Run
Date: December 7
Info: Cruiser (817) 698-1379

UTAH
ABATE of Utah: (801) 627-1117

VERMONT
Freedom Of The Road: (802) 223-1556

VIRGINIA
ABATE of Virginia: (703) 771-9380

Shenandoah H-D Toy Run
Date: November 2
Info: (540) 942-1340

WASHINGTON
ABATE of Washington: (206) 643-9675

ABATE Food & Toy Run
Date: November 15
Place: N. Snohomish Chapter
Info: (206) 643-9675

ABATE Toy Run
Date: November 29
Place: Longview
Info: Jim (360) 423-1823

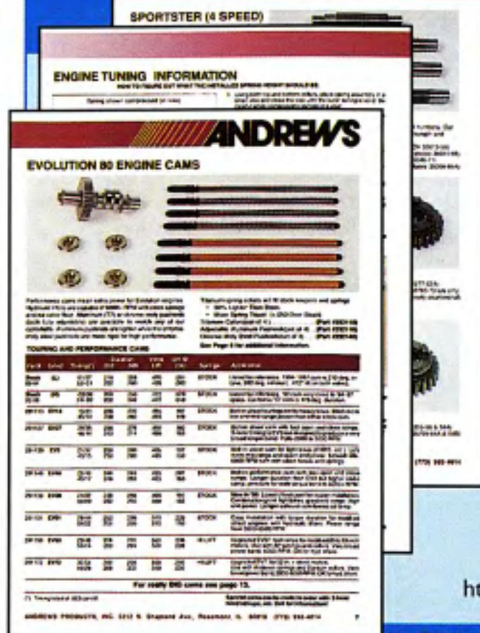
WASHINGTON, D.C.
ABATE of D.C.: (202) 546-0983

WEST VIRGINIA
ABATE of West Virginia: (304) 855-5007

WISCONSIN
ABATE of Wisconsin: (715) 284-7415

WYOMING
Wyoming Association of Concerned
Motorcyclists: (307) 235-1324
ABATE of Wyoming: (307) 266-1548
Wyoming Coalition of Bikers: (307) 687-0459

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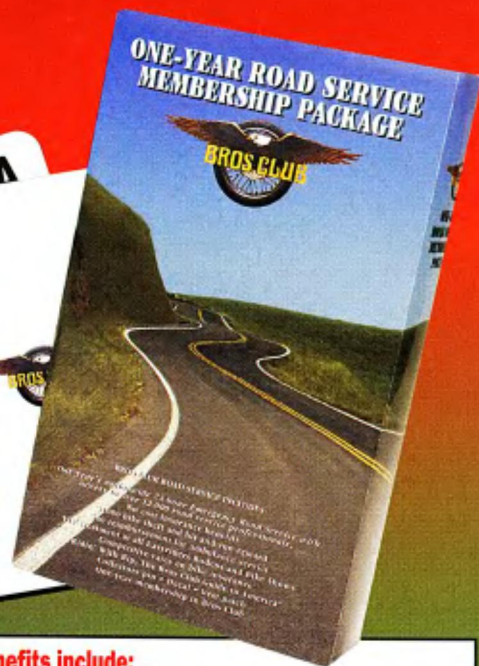
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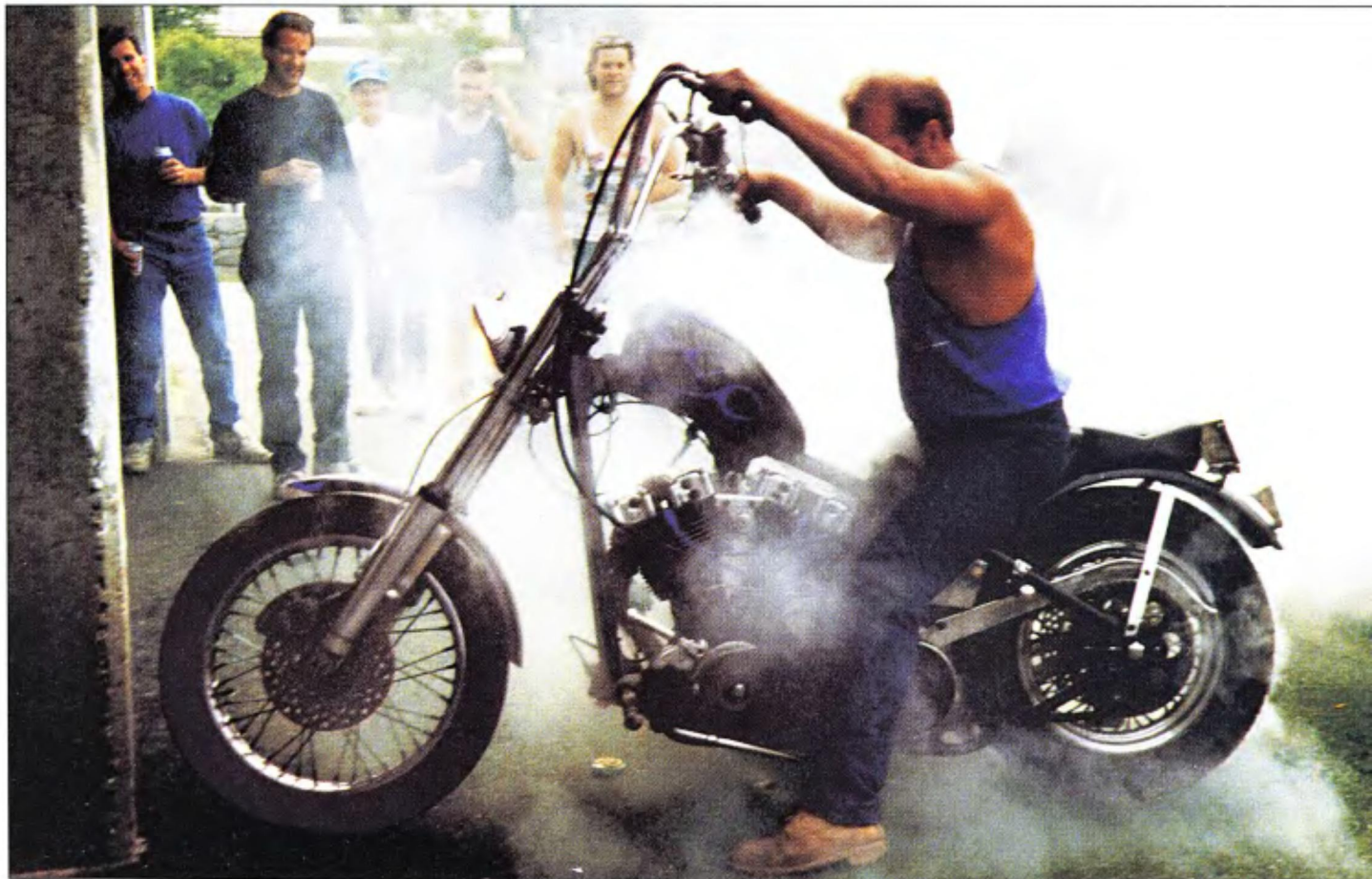
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IN THE WIND[®]



—Uwe Zwick, Geister Traum, Rottenburg, Germany



—Kevin McCarthy, Laconia Bike Week '97



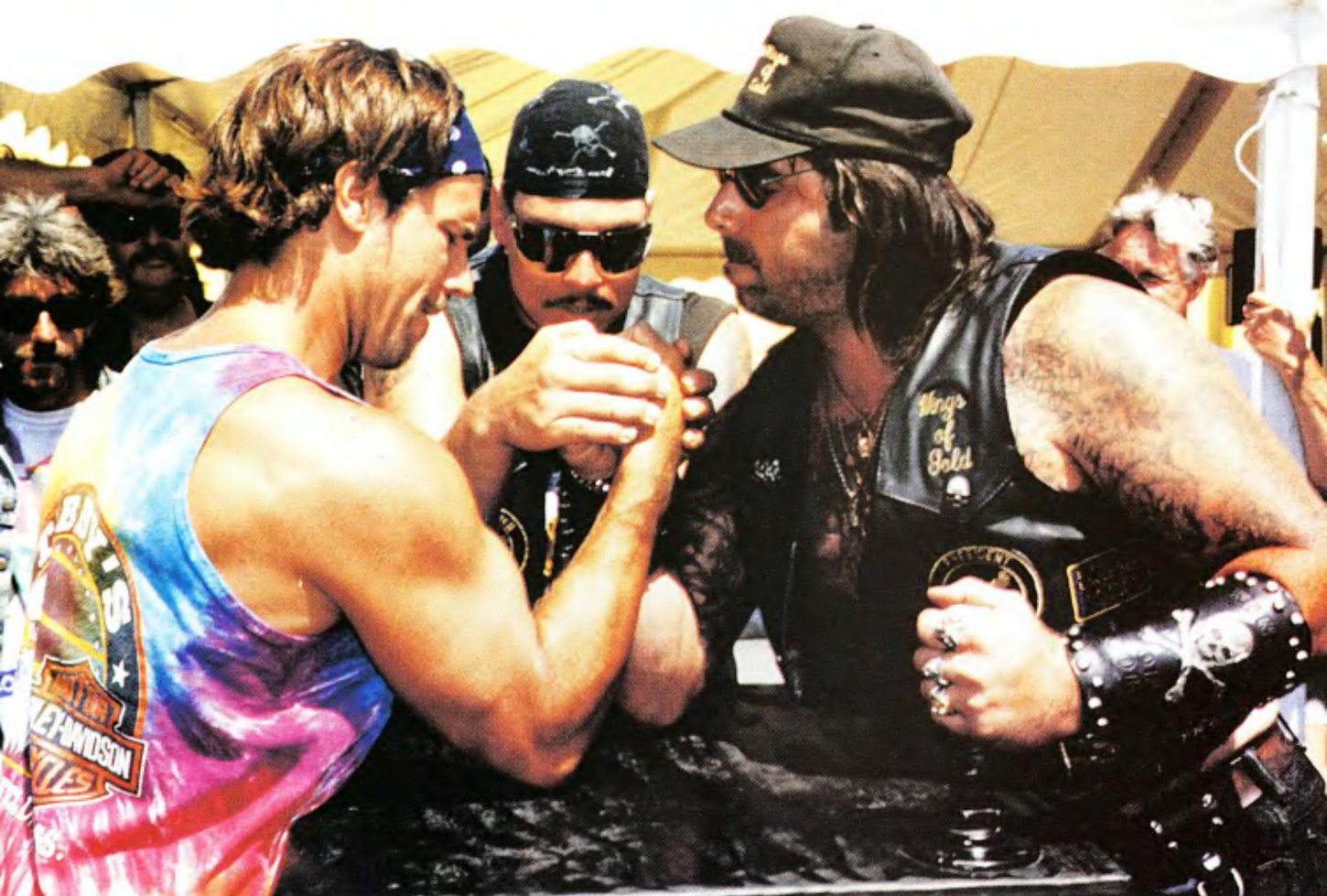
—Dana Boughton, Laconia, N.H.



—Milo McKinley, Easynders Cafe, Myrtle Beach, S.C.



—Michael Hazard, Daytona Bike Week '97



—Miami Mike, Miami Beach, Fla.



—Warba and Roadkill, Oklahoma City, Okla.



—Michael Malick, Reading MC 82nd anniversary party, Oley, Pa.



—Don Gale, Run for the Grizzlies, Big Bear Lake, Calif.



—Todd Hoover, Laughlin River Run '97



—Tat-2-You, Kym, Rick, Connie Sprague, R.I.P. Pops, Daytona Bikeoberfest '95



—Bo Segal, Hamden, Conn.



—Derm, Operation Joint Venture, Bosnia-Herzegovina

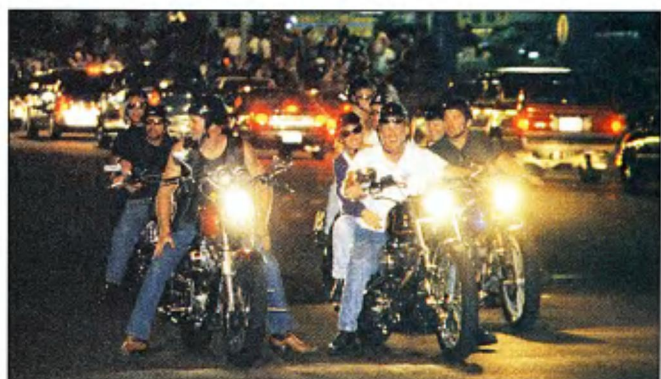


—Dan Bonsteel, Woodbury, Minn.

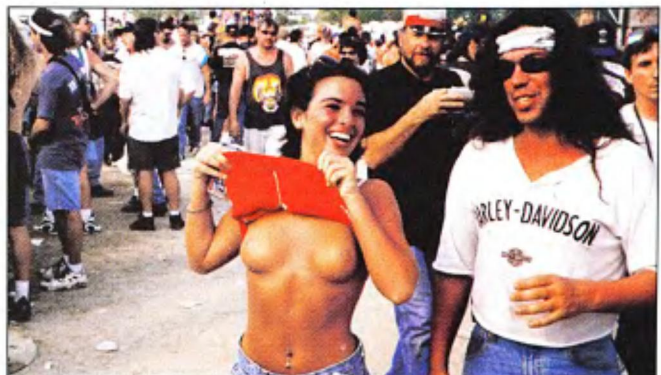


—Stuart Cantara of Picture Pat and friend, Daytona Beach, Fla.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$100 for every



—Ed Irizarry, San Diego, Calif.



—Jeff Seymour, Benton, Ill.

full-page color photo, \$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

DOOBIE BROTHERS



Sunday, November 9, 1997

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CAPTAIN AMER



MIKE D'ORAZIO'S 100%

If Schwinn bicycles ever got into the Big Twin frame business, and if Briggs & Stratton happened to join them in building Big Twin motors, both companies would probably have Mike D'Orazio as a customer for life. This Philadelphia area plumber's first leap

into the great motorized unknown began as a kid, when he first bolted a 2.5-horsepower Briggs & Stratton minibike motor to a Schwinn Sting-Ray bike frame. So while Mike's childhood buddies were adding clothespin clipped-on playing cards to their

spoked bicycle wheels, Mike was busy burning up the neighborhood streets at 35 cents a gallon and loving every penny of it.

Thirty years and a few ground-up-built trikes and projects later, Mike decided it was time to create a riding

ICA OF THE '90S



STAR-SPANGLED STREET ROD

scoot that would make him feel like a kid again. After poring through reams of tech specs, Mike began his project with Pro-One's '96 Pro Fat Softail frame. Its 38-degree rake, 5-inch stretch, offset motor mounts, and widened swingarm all fit Mike's perfor-

mance bottom line requirements to a high-performance "T."

A basically stock '96 Evo motor (rebuilt by Herb Williamson of Hannum's H-D) was ported and polished, then modified with an Andrews cam and adjustable pushrods, braided steel oil lines, a

Compu-Fire ignition and an S&S Super E series carb. A stock '96 tranny completed the powertrain, and Mike book-ended his Avon-treaded dream machine with Pro-One TriRaptor aluminum wheels, outfitted with polished RevTech rotors and machined H-D brakes. →



Satisfied with the running end of business, Mike let Rick's Super Paint (Freehold, N.J.) take over the "show look" chores. They began by molding the Ness license plate/turn signal holder and brake light assembly into the formally stock rear fender, then turned up the creative fire and brought Mike's paint design scheme to life: a flame-blowin' American flag mural completed by scalding leather seat work from Ritchie's Black River Leather Works.

The end result nailed Best Street Custom honors at the *Easyriders* 1996

Valley Forge, Pennsylvania, Bike Show. Mike's "Captain America of the '90s" turns plenty of heads in the Philly area, and 11-year-old Little Mike is already following in his dad's footsteps on a blue, '72 125cc AMF two-stroker. It's somewhere between a Briggs & Stratton-fitted Schwinn and a torque wrenchin', asphalt ignitin' Big Twin for now, but check these pages in another 20 years. If the acorn truly falls close to the tree, you just might see a "Captain America of 2017." Chances are it'll be worth a look-see.

—Trasharoo



Owner: Mike D'Orazio
City: Springfield, Pennsylvania
General
Fabrication: owner, Rick's Super Paint
Year/make: 1996 H-D
Model: Pro-One custom
Value:\$36,000
Assembly: owner
Chroming: Brown's Plating
Engine
Year/model: 1996 Evo
Rebuilder: Herb Williamson
Ignition: Compu-Fire
Displacement: 1340cc
Lower end: H-D
Pistons: stock
Cases: H-D

Heads: ported and polished
Cam: Andrews
Carb: S&S Super E
Pipes: Python II
Modifications: Andrews lifters, adjustable pushrods, S&S air cleaner
Transmission
Year: 1996
Frame
Builder: Pro-One
Type: Pro Fat Softail
Modifications: 38-degree rake, 5-inch stretch
Painting
Molding/Painter: Rick's Super Paint
Color/type: pearl white/urethane
Special paint: RSP

Accessories
Bars: drag
Handlebar controls: H-D
Fenders: modified by Rick
Headlight: H-D
Tailight: Ness
Electrics: Mike Patrick
Pegs: Performance Machine
Foot controls: Performance Machine
Gas tank: Pro Fat, stretched 5 inches
Oil tank: stretched
Seat: Ritchie's Black River Leather Works
Mirrors: Pro-One Warrior
Grips: Ness
Forks
Type: wide glide
Modifications: billet triple trees

Wheels
Front
Type: Pro-One Tri-Raptor
Size: 21-inch
Tire: Avon
Brake: H-D, RevTech rotors
Rear
Type: Pro-One Tri-Raptor
Size: 18-inch
Tire: Avon
Brake: H-D, RevTech rotors
Photos: Mike Lichter



BEST STREET CUSTOM
 Easyriders Bike Show Tour, Valley Forge, Pa., December 14, 1996. Owner is eligible to compete in the \$35,000 Invitational Show, Columbus, Ohio, February 1998.

FOX HUNT

JULY WINNER

Straight from the Great White North comes this month's luscious Fox, Melanie from Montreal. It's happened before. A bro sends in a shot of him and his ol' lady, and the next thing ya know, we don't want to know about the bro—we wanna know about his woman! *C'est la vie!* Or, too damn bad for you, buddy! Not only is she a knockout, she rides her own Heritage, which she's constantly customizing. Melanie is a professional dancer by trade and, because of that, has to endure a lot of prejudice from the customs officials in Canada. Seems the day before her shoot, the gracious officials wouldn't let her cross the border. Whatdafuck! After some frantic phone calls and faxes to the Canadian Big Brother, Loudmouth and I were able to convince them that letting her in would be beneficial for both countries. Due to all the fun she had just getting here, we couldn't resist setting her up with a cop bike. Flip to page 92 and see little Melanie thoroughly investigate Paul Wheeler's fully restored '63 Pan. I'll take that ticket, Officer Melanie!

—Oil Can



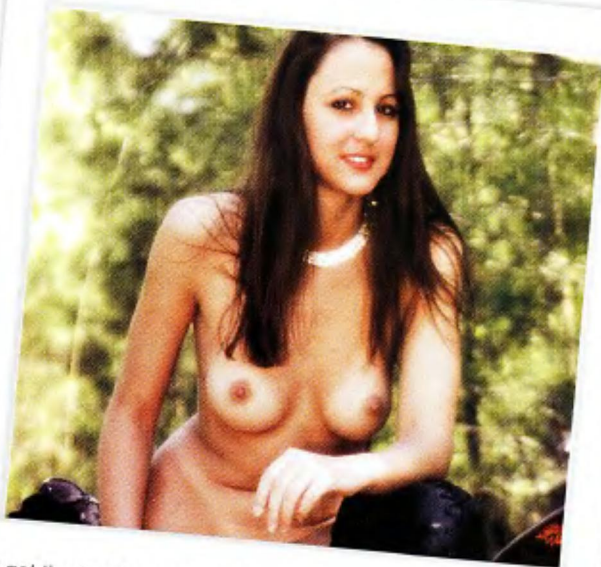
Riding a Harley is like riding a vibrator—great sensations and very exciting. I didn't want it to end ... take me again!
Margarida, Florida—#1201



I haven't ridden one yet! Is there anyone willing to give me my first experience and the ride of my life?
Pat, Saskatchewan—#1202



From the first time I mounted a Harley I knew I had found the second best thing to put between my legs!
Carey, Wisconsin—#1203



I got tired of riding on the back of my friend's Honda, so I bought my own Harley. Now I ride up front!
Teddy, Georgia—#1204



I love wrapping my arms and legs around the rider. Can I ride with you? We can pleasure each other, so "ride easy."
Kimberly, California—#1205



My first ride was when I was 15. I only dated the guy because of his fine Harley.
Jamie, Maryland—#1206

FOX HUNT

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry,

absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #294 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Here she is, bros, the August 1997 winner in our monthly Fox Hunt, Julie, #805, from Factoryville, Pennsylvania. See more of her next issue.

For this issue, you can begin sending in your votes beginning November 1, 1997.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties will be on November 30, 1997.

We will print the winner in the April 1998 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

294

Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
I am _____ years of age, born _____
I will pose Full Nude _____
Model's Signature _____

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Photographer's Signature _____

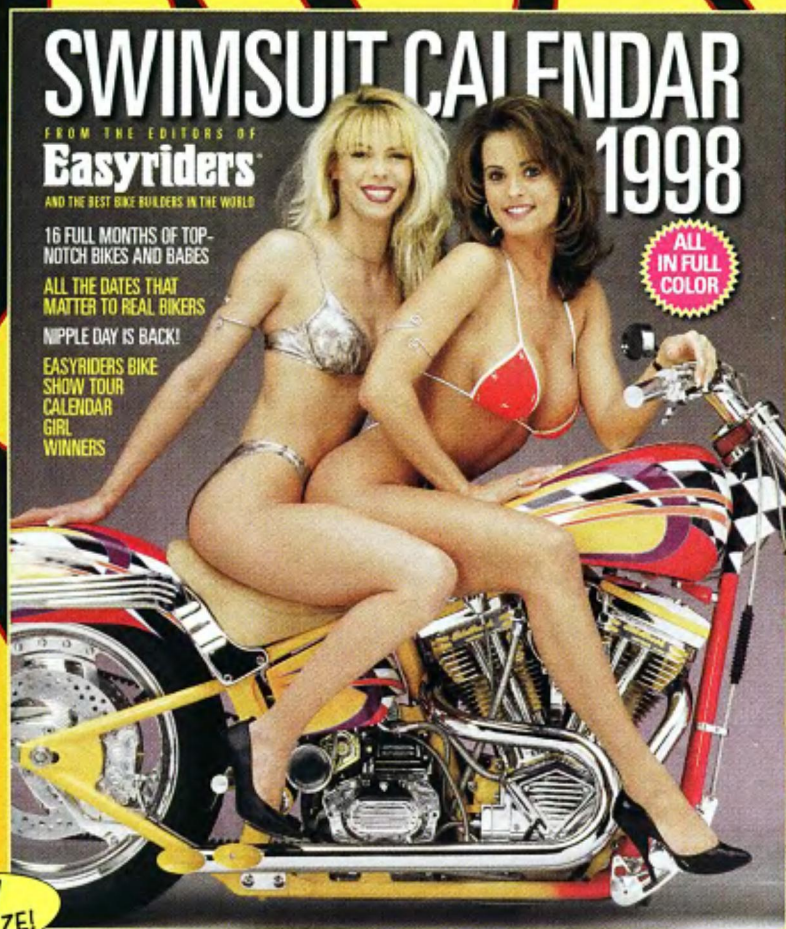
Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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FOG HOLLOW



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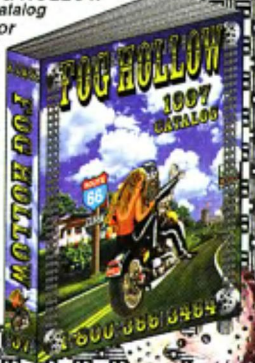
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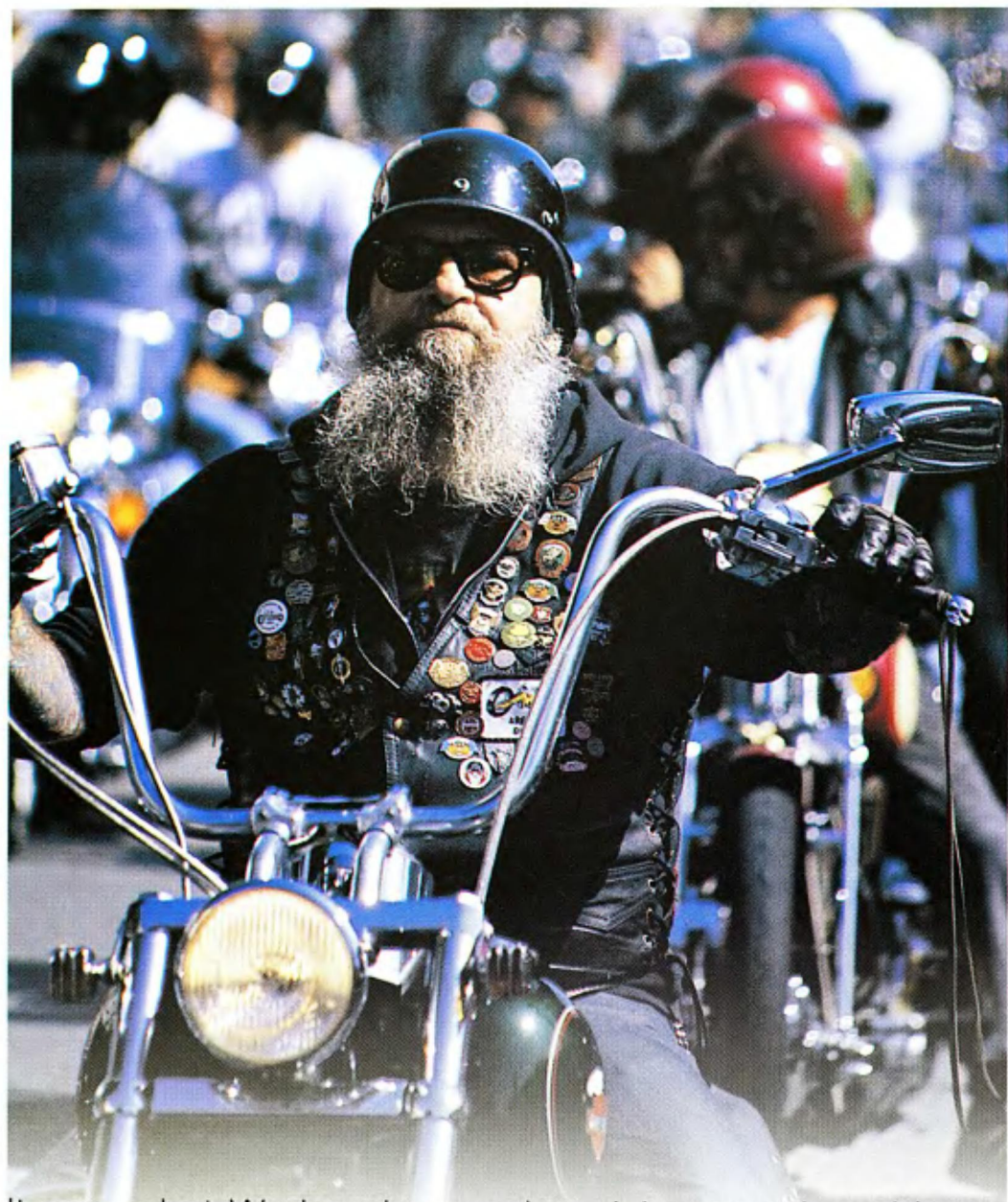
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A.I.M.S. FOG HOLLOW - 2165 WEST OSAGE (OLD ROUTE 66) - PACIFIC, MO. 63069





It was a hot Wednesday evening, July second, and I was looking forward to a long, lazy Fourth of July weekend. I still had work to do on my bike before the ride to Sturgis and this would be my only free weekend. But it was not to be ...

Bandit was on the phone, "Whaddaya doin'?" Nothing! Good. Get your ass over to the airport and pick up Myron—he's flyin' in from Arizona. We're ridin' to Hollister tomorrow morning—early."

"Fuck that. I got work to do on my bike." All I could imagine was that Hollister would be a bust. Either no one would show, like last year, or there'd be another riot like 50 years ago. And I sure didn't want to be part of that.



"We're goin'," Bandit shot back.

"Everyone knows there are no hotels available, and fuck staying in the campgrounds again," I protested.

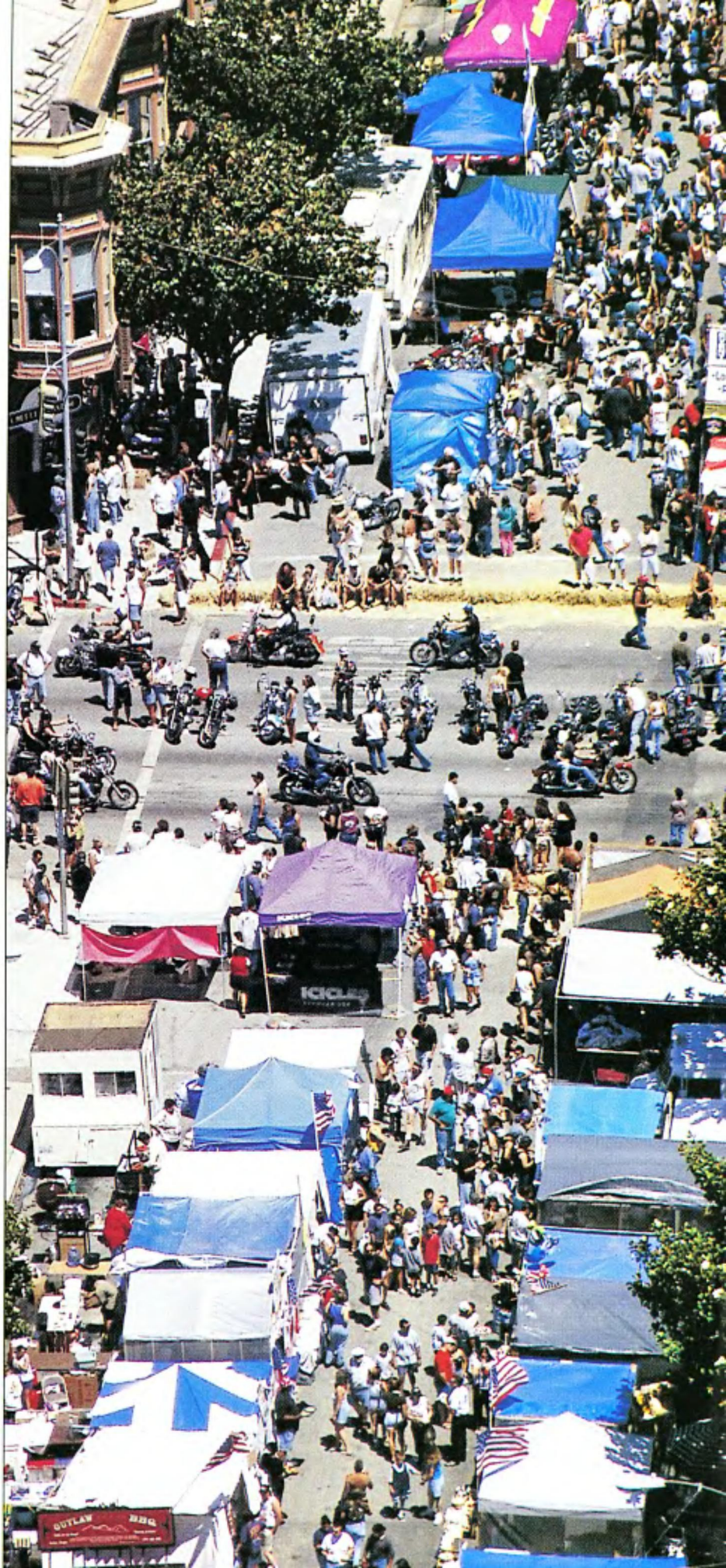
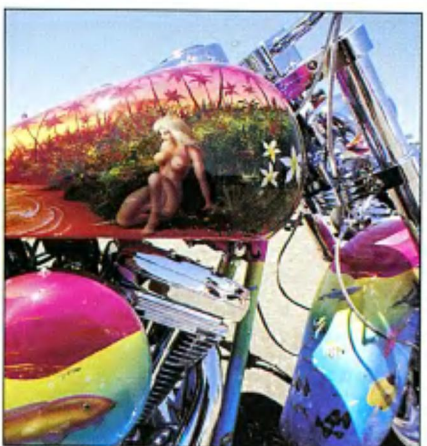
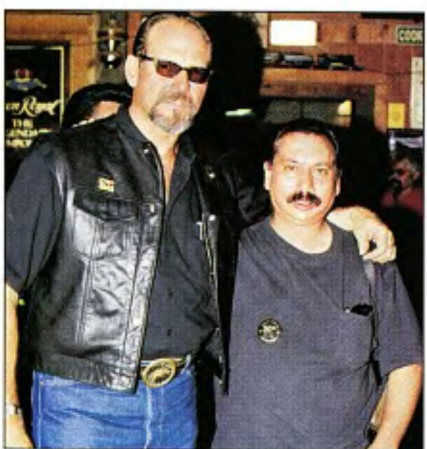
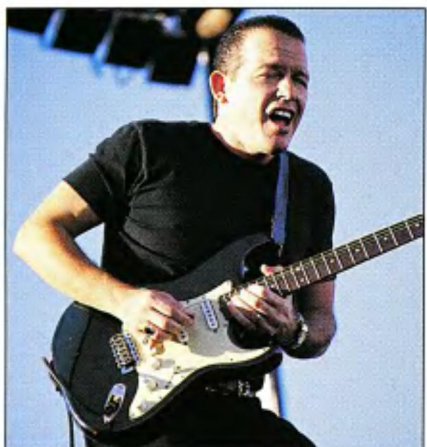
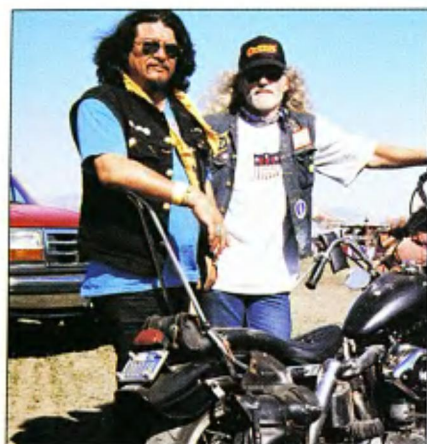
"No sweat. Nancy got us a house just off Main Street owned by two single women—and you're writing the article so pack your shit." And he hung up.

What the hell. No way could I let my bros go to the riot without me.

City fathers pumped with pompous paranoia →

D O O M A N D G L O O M

26 BEST STORIES





had sought armed assistance from law enforcement agencies in the region, and news media with overactive imaginations were already predicting club wars and mayhem. Police from all over the state would be there in force; everyone was primed for trouble. The town didn't want us there, and I knew that when the shit hit the fan, sure as hell, we would be in the middle of it. We may be able to punch our way out of the fray but 10 to one we would still end up in the slammer and our new choppers would be impounded. The 50-year anniversary of the 1947 Hollister Riot, the "40 darkest hours" in the town's 129-year history, was a powder keg just waiting to blow. But would Bandit listen to reason—hell no!

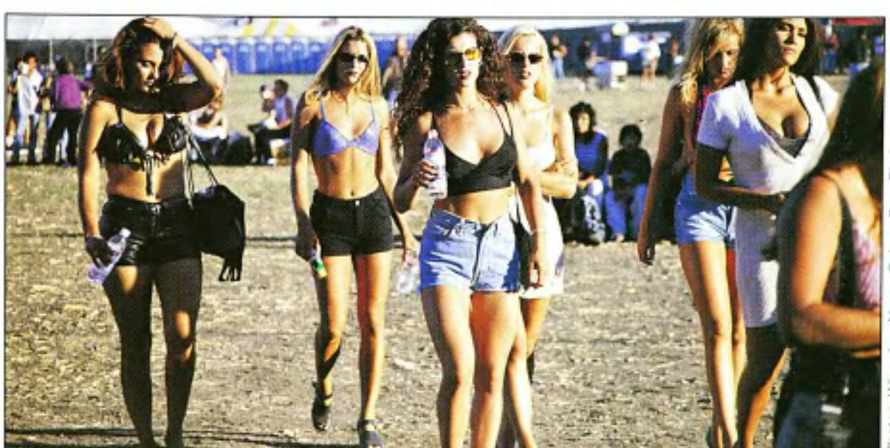
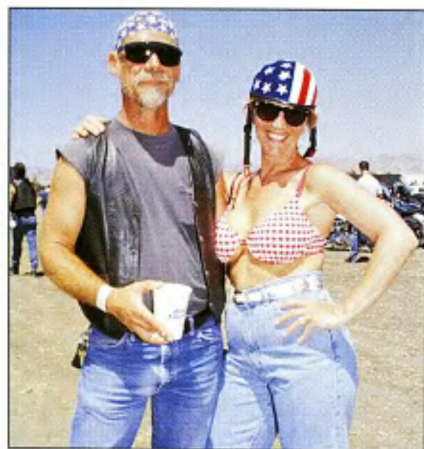
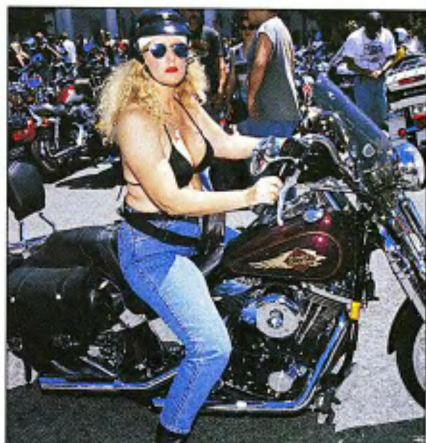
Not to be deterred, at 0-dark early on July 3 the three of us tightened the last bungees and headed north on Interstate 5. Being half asleep, I wanted to cruise straight up the freeway, but not fuckin' Bandit. He had some backroad, hillbilly route one of his Hamster buddies had faxed to him. So within half an hour of blasting through the agricultural heartland of California, we sucked in enough pesticide and insecticide, if not Agent Orange itself, to kill most mere mortals.

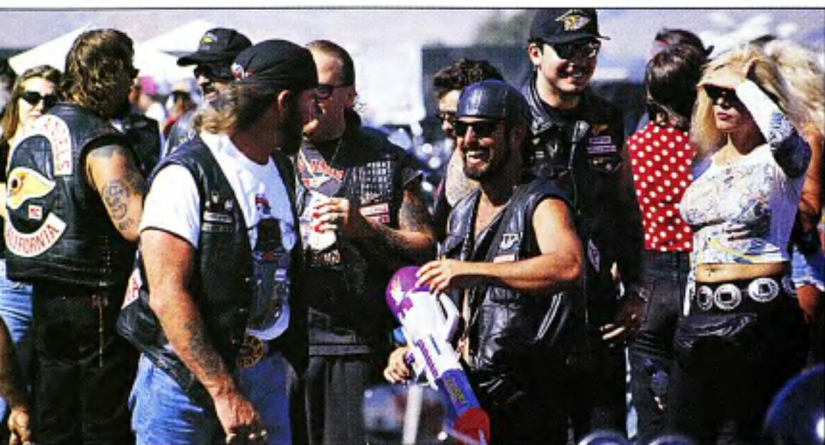
Three hundred and twenty miles and a couple dozen hick towns later, plus a few small roadkills and a near miss with a deer, we dropped down off the old Coalinga Road into Tres Pinos. At the first bar we came to a group of club members from some central California club I'd never heard of told us it was 20 miles to Hollister. Well, I don't know what they had been smoking but we hit Hollister 3 or 4 miles up the road—and just as I predicted, the place was jam-packed with bikes, tourists, and vendors. The local police hadn't even the sense to block off Main Street for bikes only, like they do in Sturgis. These people had a lot to learn about event management.

When we tried to find a place to eat, we found that the biggest motorcycle club in the country, Owners' Gang, aka H.O.G., had descended on the town by the hundreds and now occupied every chair, at every table, in every restaurant in town. And there weren't that many.

As we cruised the bars that night, things seemed peaceful enough. Weekend riders and citizens outnumbered outlaws, and police outnumbered hardcore one-percenters. But the big topic of conversation, with locals as well as out-of-towners, was the fourth. "That's when the real shit's gonna go down!" Rumors ran rampant of rival clubs and police zero-tolerance crackdowns.

Friday morning, July 4. Even the weather had an edge, like the bite of a pit bull. The fog lay over the coast like a bad cold as riders stormed in from all points. Hells Angels from all the chapters in the region, Boozefighters, Vagos, Carnelas, and Top Hatters—all anxious to find out what was going to happen—as well as →





many citizens, field workers, and young toughs flowed into the already crowded streets of downtown Hollister.

With the sharpened senses of three combat veterans, we began our tour of the festivities. Breakfast on San Benito Street and everything was quiet. Main Street was closed to bikes only, as it should be. At the Corbin vendors' area north of town, order reigned and business was as usual. South of town at Bolado Park, the only problem seemed to be too much traffic on a narrow two-lane road. Everywhere we went, the local citizenry welcomed us and the dollars we brought to their businesses. But the fuse was lit so it must be the "night of the Fourth" when the top would really blow.

Friday night on San Benito Street and the local punks and gang-bangers stood around in small packs waiting for the trouble to begin. Johnny's bar was in full swing; Hells Angels were out in force. And the local and county police were in full riot gear. This was it. This was what it was all about. Not!

Once the paranoia passed and your vision cleared, what you saw were bikers having fun parading their bikes up and down San Benito, police tolerating the loud pipes and a few burnouts, helmet laws not being enforced, people drinking out on the streets, and the locals thrilled to be rubbing shoulders with the infamous and legendary Sonny Barger and his bros. Even Bandit was recognized and stopped by a few avid readers of this rag, most wanting to know when his next book was coming out. By midnight Main Street was dead, with only a few die-hards left to toast in the fifth.

Hollister '97—riot or bust? Neither. Overall it was a well-run event considering the size of the town and the fact that they just didn't know what to expect. Now that the townspeople have the first one under their belts and they realize that there was no riot, that bikers are nothing more than a cross-section of American society, and largely a responsible group, that businesses made money, and Hollister was put back on the tourist map—next year they will fine-tune the minor problems they had and get it right. Will we be back in 1998? You bet!

—Frogman



"What the hell? A cop bike..." I stammered as I looked with glazed eyes upon the shiny flicks that Bandit sent me. "A friggin' cop bike in *Easyriders*! What's the world comin' to?" I paced around the shop for 10 long minutes shakin' my shaggy head and mutterin' unintelligible profanities to myself. "A cop bike..." How was I supposed to write a bike feature about a cop bike? I mean, *Easyriders* stands for freedom of the road and the white-knuckled outlaw rebellion of loud pipes and bars to the stars. What the hell am I gonna say about a stock fuckin' cop bike?!

Swirling images of the bike sitting parked at a donut shop filled my bleary mind. I imagined a mountain-sized biker jumpin' on the Harley, twistin' a few wires, and then blastin' down the road with sirens

PAUL
WHEELER'S
CLASSY
COP BIKE

WHERE'S THE FIRE

blarin'. I kept seein' the image of the cop left standin' in the street, pourin' coffee on his boots as his frosted bear claw drooped in disapproval. A cop bike in *Easyriders*. Then I took a longer look at the photos and noticed that the bike is a 1963 Panhead. Cool ... a Pan! At least it's a classic cop bike.

Now the first thing most of you might have noticed about Paul Wheeler's restored scoot is the fine feline form of our Fox Hunt winner Melanie draped seductively all over this beat bike. But me bein' me, it was the last thing I noticed. At *Easyriders*, you get used to seein' tits in yer face everyday and don't think a thing of it. Weird, huh? Besides, I always figure the girl gets in the way of seein' the details on most bikes, this bein' the exception. OK, so we've got a 1963 →



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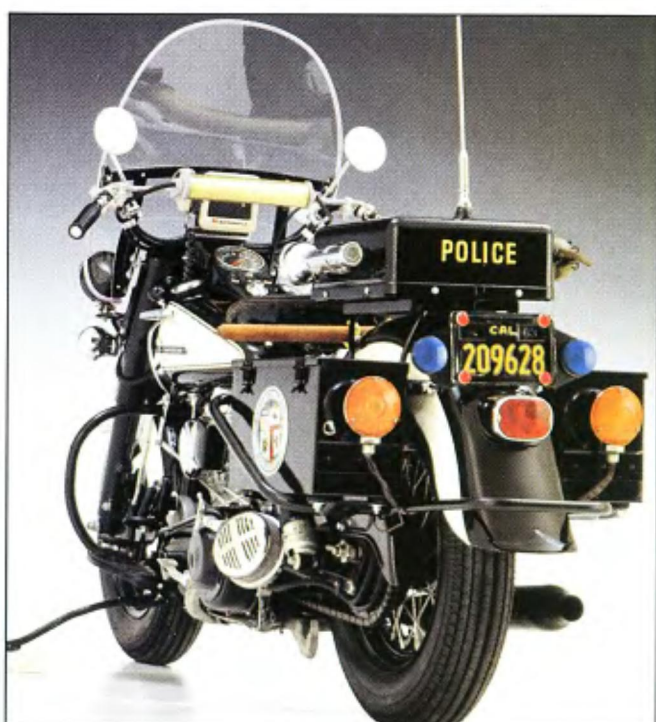
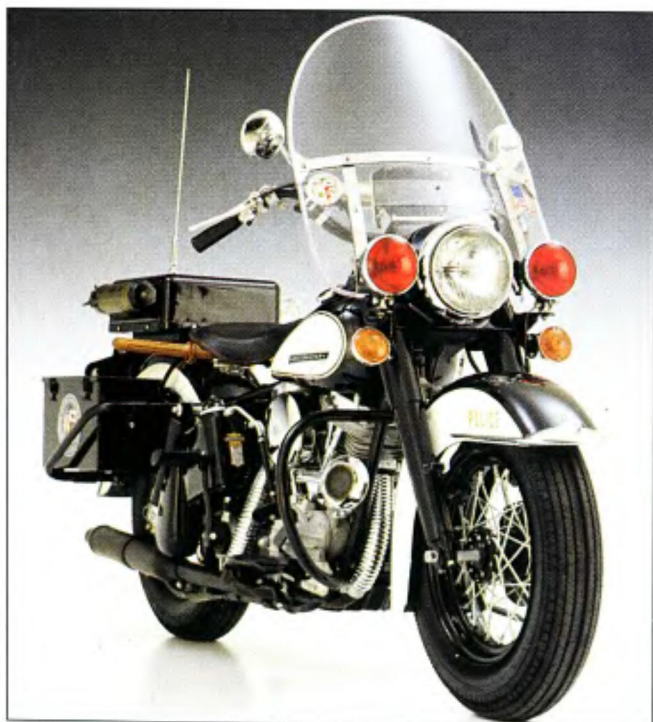
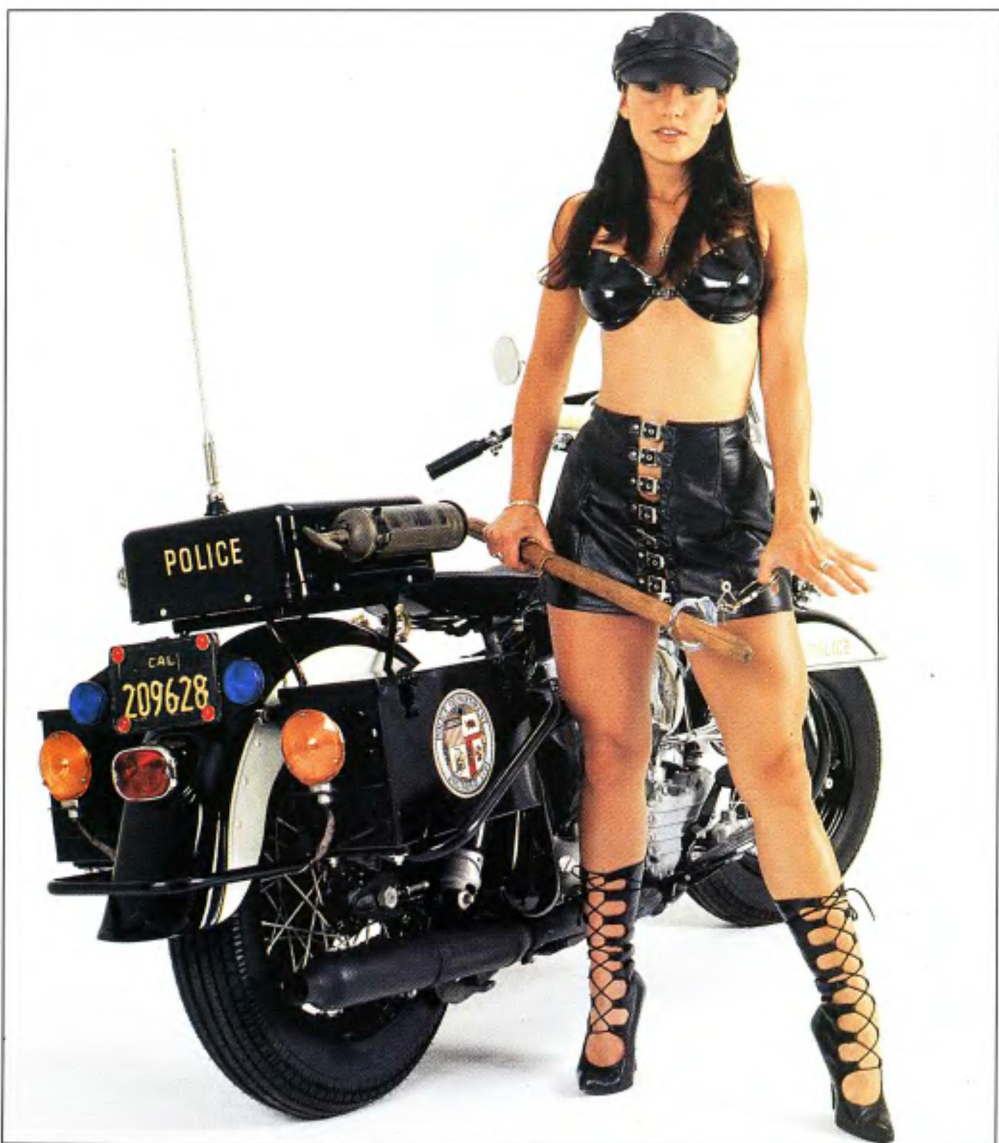


Panhead cop bike with Melanie doin' the nasty on it. Things are getting better. We should have had her pissin' on the bike, though. Yeah, let's piss on the cop bike! Now *that* is an *Easyriders* bike feature!! What's that Bandit? You say Paul Wheeler is a hard-ridin', knuckle-bustin', bike buildin' mofo who can eat me for lunch without a dash of mayo?

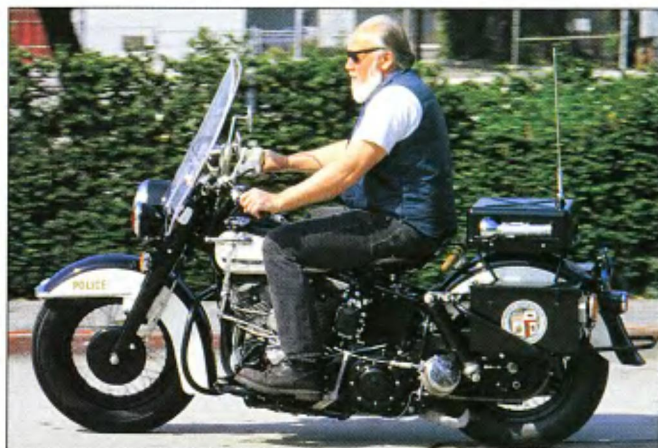
OK, let's take a look at this fine specimen of classic bike restoration, shall we? The engine was painstakingly rebuilt by Williams Motors, known for their meticulous attention to detail. After a year and a half of huntin' up parts hither and yon, Paul turned the painting chores over to Bill Cartier who dutifully reproduced the traditional black-and-white Police Special. Even the bike's speedo is off an antique police bike.

Ya know, when all is said and done, you've got to respect the dedication it takes to handle a full-on resto-job like this one. I was beginning to bend. I sure wish that the next cop I run into looks like Melanie. Where's the fire? In your eyes, officer.

—Phantom







Owner: Paul Wheeler
City: Van Nuys, California
General
Fabrication: Paul Wheeler
Year/make: 1963 H-D
Model: FL
Value:\$15,000
Assembly: Paul Wheeler
Chroming: Astro Plating
Engine
Year/model: 1963 Panhead
Rebuilder: Williams Motors
Ignition: points
Displacement: 74 cubic inches
Lower end: factory
Pistons: 20 over
Cases: H-D

Heads: stock, outside oilers
Cam: H-D
Carb: M 74 B
Pipes: stock
Transmission
Year: 1963
Modifications: rebuilt, gate shifting
Paint
Molding: Bill Cartier
Painter: Bill Cartier
Color/type: black and white/House of Kolor
Frame
Year: 1963
Builder: H-D
Type: swingarm
Shocks: H-D

Accessories
Bars: H-D
Handlebar controls: factory
Fenders: H-D
Headlight: stock
Taillight: original
Speedo: Police Special
Dash: tin
Pegs: running boards
Electrics: 6-volt
Foot controls: stamped steel
Gas tank: 3.5-gallon
Oil tank: Police side mount
Oil system: stock
Primary cover: H-D
Seat: solo
Mirrors: original

Grips: H-D
Forks
Type: glide
Builder: H-D
Wheels
Front
Type: H-D
Size: 16-inch
Tire: Coker
Brake: mechanical
Rear
Type: H-D
Size: 16-inch
Tire: Coker
Brake: juice
Photos: Raiko Hartman, Jim Gianatsis

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1996 COLUMBUS CUSTOM
Stock #: NM011 Color: Orange Mileage: 250 Break in



NEW COLUMBUS CUSTOM
Stock #: NM010 Engine: 80 ci/1340cc Features: Stage II Performance Kit



1982 HARLEY-DAVIDSON
Stock #: UM183 Model: FXDWG Color: Dark Red Mileage: 12,220



1975 HARLEY-DAVIDSON
Stock #: UM197 Model: FXE Color: Blk/Blue flames Mileage: 20,090



1993 HARLEY-DAVIDSON
Stock #: UM196 Model: FXSTC Color: Black Mileage: 6570



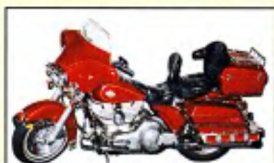
1997 COLUMBUS CUSTOM
Stock #: NM014 Color: Black/silver marble Mileage: Break in miles Features: Wide chassis, stretch tank, lower air dam



1997 AMERICAN EAGLE
Stock #: AE00148 Model: STC Classic Color: Dark Red Marble Mileage: 50



1996 LOW BOY
Stock #: LB01 Engine: 80ci. Automatic trans. Special order your own in 4-6 weeks!



1986 HARLEY-DAVIDSON
Stock #: UM1000 Model: FLT Engine: 80 ci Mileage: 43,000 Color: Red



1952 HARLEY-DAVIDSON
Stock #: UM188 Model: FLH Stroker Color: Blue Custom



1997 BIG DOG
Stock #: BD74141 Model: Vintage Mileage: 35 Color: Red/Cream



1951 HARLEY-DAVIDSON Stock #: UM75 Model: Panhead Engine: 1200cc Color: Brown Mileage: 1100 on rebuilt engine



1978 HARLEY-DAVIDSON
Stock #: UM182 Model: FLH Color: Blk/Purple Flame Mileage: 7250



1979 HARLEY-DAVIDSON
Stock #: UM185 Model: Sportster Engine: 1000 cc Color: Black Mileage: 11,350



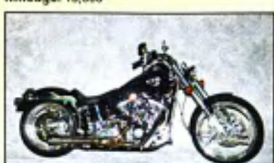
1994 HARLEY-DAVIDSON Stock #: UM180 Model: FLSTF Fat Boy Color: Black Custom Mileage: 13,900



TITAN
Stock #: T140201 Model: Roadrunner Engine: 1573cc-96ci - 108 H.P. Color: Red



TITAN
Stock #: T140200 Model: Sidewinder Engine: 1573cc-96ci - 108 H.P. Color: Blue



TITAN
Stock #: T1440198 Model: Gecko Engine: 1573 cc-96ci-108 H.P. Color: Black

RIP'S RUN



The happy men's tug-of-war winners, Mattawamkeag Riders MC.

MADAWASKA

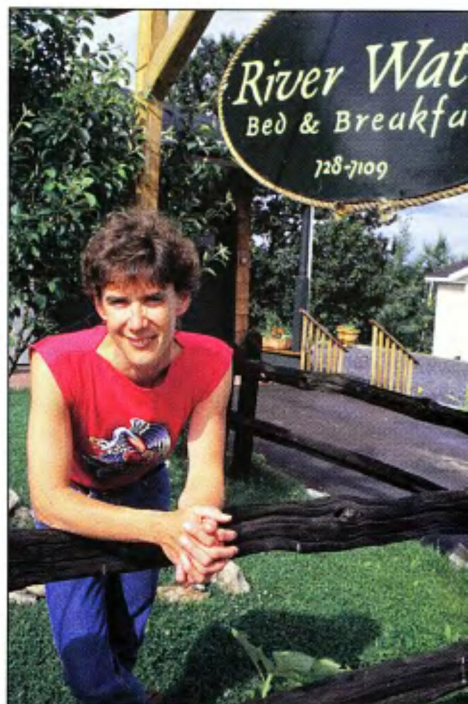


Howdy, here we go again. This time from the New England states. A few months back I received a letter and videotape from Lisa Derosier telling me about last year's Fourth of July party they had at her folk's place, The Lakeview Camping Resort. It's located in St. Agatha, Maine. This was their third annual and it benefited the St. John Valley Associates. But before getting into that, let me back up to Tiny's place in Connecticut, where I was at the start of this adventure.

Tiny wasn't going in the same direction Sugar Pai and I were headed—he thought that he and his 8-year-old son, Harlin, aka Harley, would check out Williamsburg, Virginia. Williamsburg is rich in historical significance, and Tiny thought that it would be good for Harlin to see since he would be studying American history in school shortly. This was Harlin's longest bike ride ever, and to say that he thoroughly enjoyed it would be an understatement.

If you read last month's issue you may

remember all the problems I was experiencing with Sugar; it didn't get any better this month. So as Tiny and Harlin left on their ride south to Virginia, Sugar and I took off in the opposite direction. We traveled north to Madawaska, Maine, trailing a large plume of blue smoke everywhere we went. I pity those people parked behind me at the many toll booths en route. We were gonna have to stop somewhere and get it fixed, but now wasn't the time. I had too many places to go and too many people to see. Besides, it was the weekend of our country's birthday and time to party with my countrymen and women. Hey—the Fourth only comes once a year. As long as she was able to run, I was gonna ride her. I was pretty sure that the piston rings on the front cylinder were crispy critters since I had ridden her over 150 miles on just the front cylinder, after Sugar lost a valve on the rear head. The barrel was more than likely glazed. Ya can't expect one cylinder to do the job of two. Before leaving Connecticut, Tiny, who used to be a cross-country driver, gave me directions on how to go around Boston, →



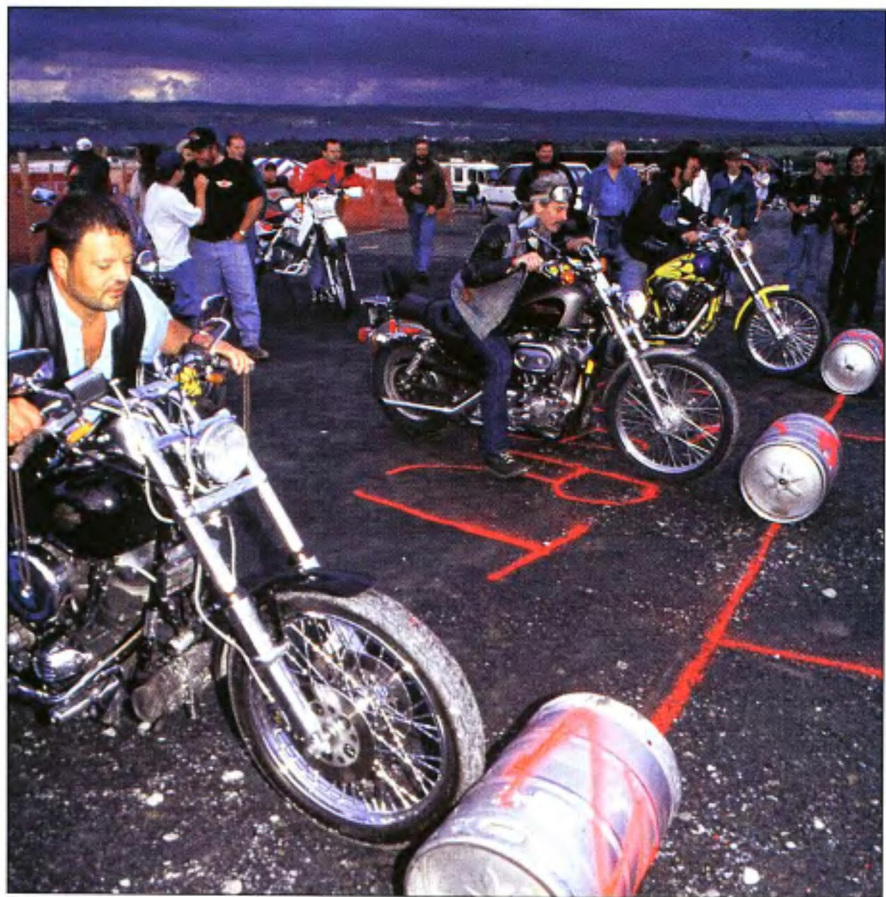
Jean cooks a mean breakfast.



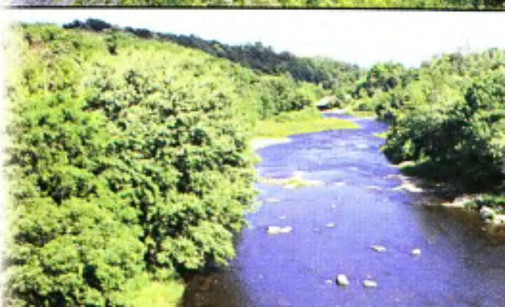
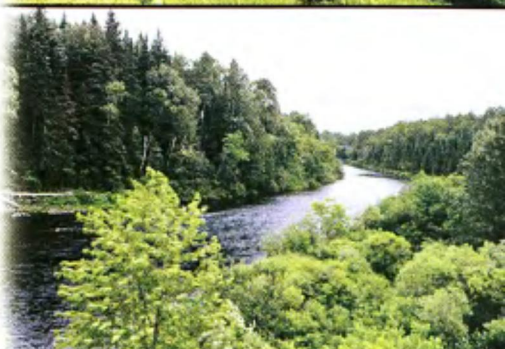
Hi ya, Ken.



Rodeo Queen Kelly Matzen.



Trying to get it done before it rains.



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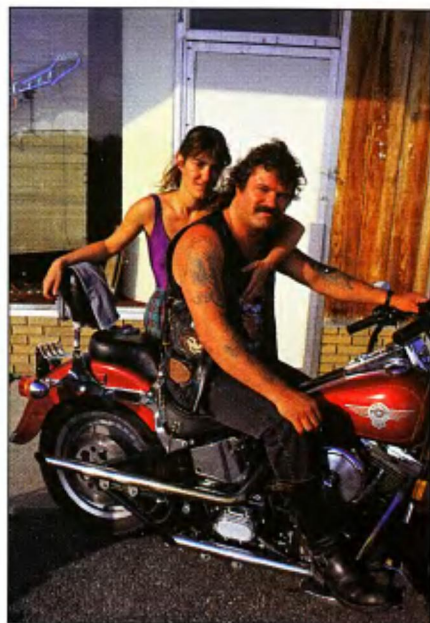
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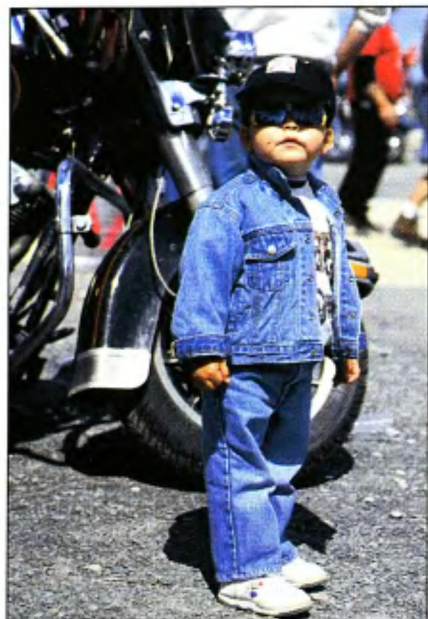


Scott and Sandy in front of The Handlebar.

Mass., which turned out to be damn important on this holiday weekend.

On the way to Madawaska, Sugar and I stopped in Brewer, Maine, for a brief visit with Dayna and Gary Tibbetts, who own and operate Elimination Scooters. I met them about 10 years ago and was wondering if they were still in business—sure enough, they were. It was good catching up with what had happened to them and filling them in on things that have been going on in my life since our initial meeting. They said the winters are rough on them because business is slow, which is understandable. I told them that we didn't have that problem in California. Gary said they "wouldn't live anywhere else but Maine." We socialized for a while, then Sugar and I split to East Millinocket, Maine, and The Handlebar bar.

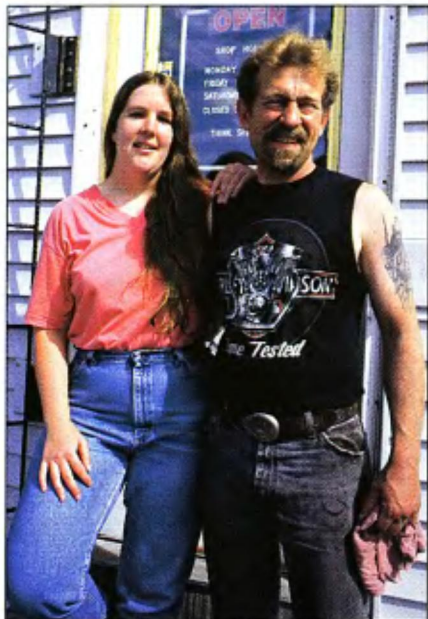
The Handlebar is owned by Scott Van Dine, who rides with the Mattawamkeag Riders MC out of Mattawamkeag, Maine. The bar is a small but intimate place for the locals. The night I was there they were having a pool tournament, and the place was packed to the rafters. Not being much of a drinker, I mostly hung outside with the bike riders and talked to them about their putts. I saw some interesting rides. One of them was built many years ago by my friend Dave Perewitz when he was doing gold leaf on the paint jobs coming out of his shop. Another one had a long intake manifold with two Edelbrock QwikSilver carbs bolted to it. Most of them looked roadworthy. The Handlebar serves hard liquor as well as beer and wine. It's a fun place to stop when in the area. Check it out. They feature live music Thursdays, Fridays, and Saturdays. The Handlebar Band plays Thursday evenings; Fridays and Saturdays Scott hires bands mostly from Portland or Bangor, Maine.



Future bike rider.

The next morning Scott, along with his ol' lady, Sandy, and I headed north toward the Canadian border on State Highway 11. At a bar in Ashland, Maine, we met up with Ken Powers, who lead us up to the run site. Ken lives in New Sweden, Maine, near Caribou, and is on the committee for the Lakeview Resort Fourth of July poker run and party. He is a good rider and likes to go fast, which we did in the rain. It was more a steady drizzle than a hard-driving rain. It wasn't really cold, but more of a nuisance than anything else. Having good rain gear helped a bunch. Sugar was looking rather tacky, but I had long given up on trying to keep her clean while up in that wet area of the country. It was damn near impossible. But she continued to motor wherever I wanted to go. That was the most important part of this adventure. Ken took us to where U.S. 1 starts in Fort Kent, Me. Now I can say that I've been to both ends of U.S. 1, having been to the other end of the highway in Key West, Florida, years ago.

The party at the Lakeview didn't get going good on Friday the Fourth, due to the rain. They did have some live entertainment that night, but it was poorly attended. There were some hardy souls out there shaking their boogalous to the tunes provided by a band called Infinity. Double Standard came on to do the second set. Most of the folks were under shelter trying to keep dry, waiting for Mother Nature to quit venting her spleen. Many were at the hilltop restaurant, kicking back. The Lakeview management fixed me up with a bed and breakfast in the town of Madawaska, Maine, about 12 miles from the campgrounds. It wasn't half bad. I gave it up some time after midnight and rode back in a light drizzle to the B&B. The place I stayed at



The Tibbetts of Elimination Scooters, Brewer, Maine.

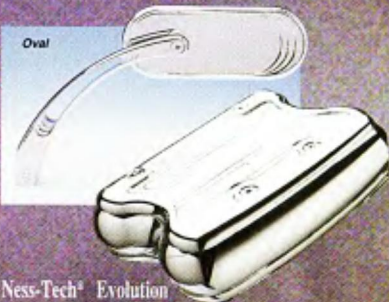
was called River Watch. From a deck in their backyard, you can see the city of Edmundston, New Brunswick, Canada, which is about a half a mile across the St. John River. Jean, the lady who ran the B&B, cooked Scott, Sandy, and me one helluva fine double-decker French toast breakfast on Saturday morning. It was killer — she used two pieces of homemade bread, sliced thick, Texas toast-style, whipped cream, and fresh strawberries. She also cut up some bananas and threw them into the mix; like I said, delish. Not a bad experience at all. Neither was the salmon and scallion omelet she cooked up on Sunday morning.

Saturday morning things looked to be more of the same in the weather department, but it finally cleared up and we saw some sunshine by noon. By then, many more folks had shown up; the campgrounds were slowly getting crowded. The Lakeview has plenty of camping area, but many folks wanted to camp out under a cluster of trees that were on a hill facing the bandstand. A band called The Dogs played Saturday afternoon, followed by Double Standard. The rest of the weekend was great, weather-wise. Saturday afternoon they held some biker games. We saw the usual competitions. They also had a game that this scribe had never seen before. It involved four participants, two on Harleys pulling two bucket seats with riders in a figure eight pattern around some pylons. What made it fun to watch was when their ropes got tangled up — lotsa laughs. They also had some tug-of-war contests. Since many of the riders came from across the border, they formed teams, both women's and men's, from their particular areas. The big winners were the Mattawamkeag Riders MC, with help from H.O.G. riders in →



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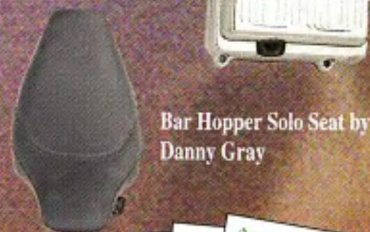
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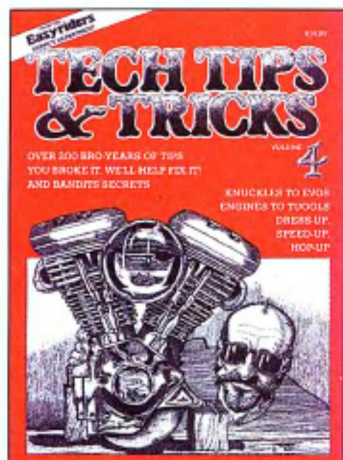


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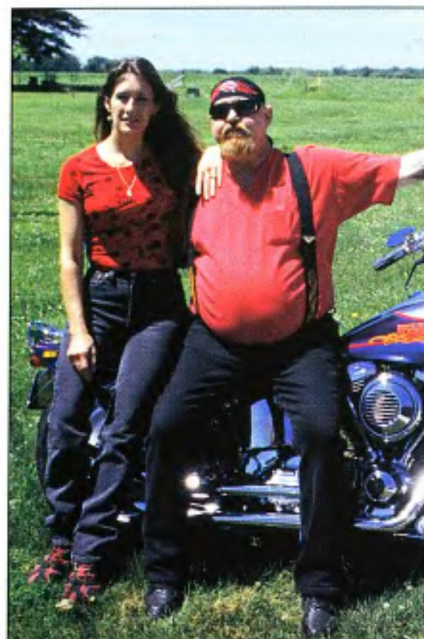
Strut your stuff, baby.

their area. It was a struggle, but they finally were victorious.

I also had the pleasure of meeting and having my picture taken with Mrs. Jaynie Higgins, the current reigning Mrs. Maine America; I hope I didn't break her camera. She is involved with the American Diabetes Association, as well as other charities. We also got to see the Miss Lakeview contest that evening. The ladies were brought up on the stage area aboard Harleys. I'm sure there were plenty of volunteers for that dubious task. After dismounting, they strutted their stuff and danced all around the stage. There were some fine-looking women up there. They didn't skin to win because the Lakeview is a family campground.

They also had a burnout contest where the front tires were tied together and the contestants tried to see who could push their opponents back. Later that night we saw a fireworks show, and I'm sure the folks on the other side of the border also saw them. All in all it was a fun weekend. Ya couldn't have had a better time anywhere else, even with the wet weather. The musicians played well and the company was swell. Before I go on, I would be remiss if I didn't tell ya about the great grub served at the Lakeview restaurant. As you can imagine, they serve Maine lobster, and it was great. I also tried their beef and pork and found it to be superb. Whoever picks out the meat deserves a big slice of raisin pie—good job.

If you ever get up that way and need to have some work done on the old putt, check out Bob's Cycle Shop in Madawaska. He's got a fine-looking ride and can take care of your needs. Leaving Madawaska, we rode south on Highway 1 to Ken Power's place in New Sweden, Maine. He has a few acres thereabouts. Sugar and I parted company with Scott



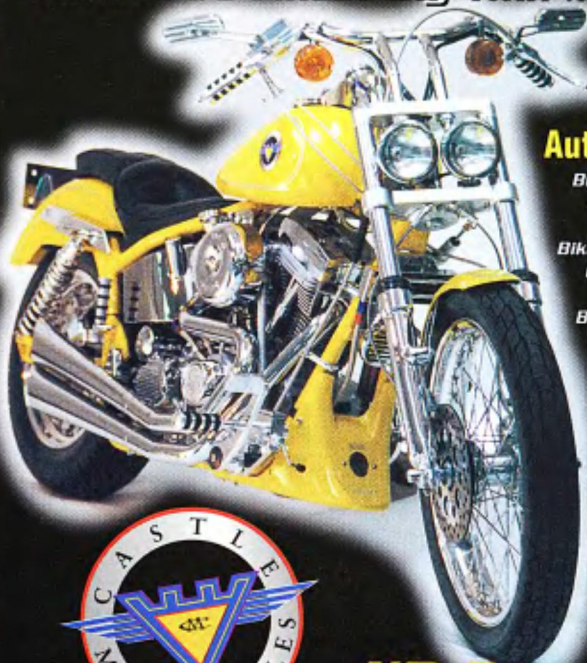
Vicky and Jim Collins, Lewis, Indiana.

and Sandy at their turnoff. We didn't reach Tiny's house till late that night. I did get a few hours of shut-eye before tackling the traffic situation in New York City. I was thinking of leaving later in the evening, but Tiny said that it wouldn't be too bad if I left earlier—he was right. It was a breeze; Sugar and I sailed right through with a minimum of fuss. We were heading to Akron, Ohio, for a brief visit with Joe and Rhonda Dapice, some folks I'd been in contact with since seeing them in Daytona, Fla., last year. They invited me to stay with them whenever I was near Akron, so I took them up on their offer. I got there just as Joe and Rhonda were getting ready to go to work. They went off to work, and I fell out for a few hours. Joe and Rhonda came home early that afternoon so we took a ride to eat a late lunch for them and a really late breakfast for me at Ernie's Liberty Grill. Ernie also owns Liberty H-D, which is attached to the grill. The Liberty Grill is a full-service restaurant open for breakfast, lunch, and dinner; they also sell beer and finger food. I tried the Fat Boy ribs and found them tasty. They weren't like the ones you find in Memphis, but good enough for this hungry rider.

Joe is the Greater Akron MC prez. I met these folks in Milwaukee for H-D's 90th. They are fun people to be around. He let me have 4 quarts of oil for Sugar, two of which immediately went into the bag. En route to Liberty H-D, we rode by their neat-looking clubhouse which sits on 8 acres and has a small pond on the lower portion of it. The Greater Akron MC is involved in many charity fundraisers, such as the Susan G. Komen Foundation, which raises money for breast cancer research. The club has been in existence since 1919 and must have a really low AMA number. They may even have →

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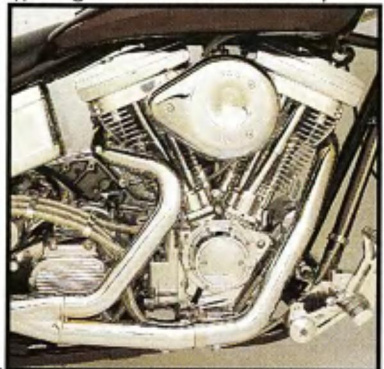
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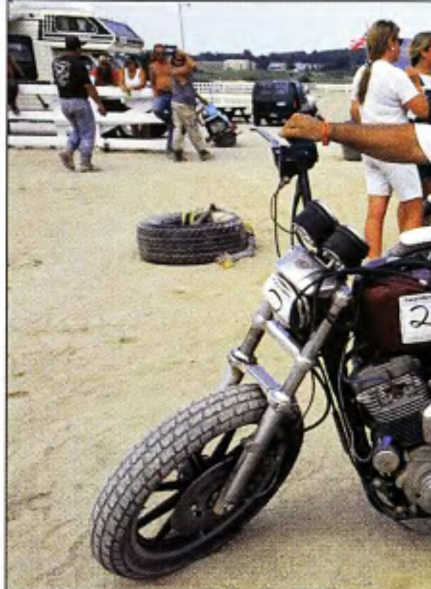
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been around before there was such a thing as the AMA.

Before saying adios, Joe rode out with me around Akron so that I wouldn't get caught in the rush hour traffic. Both Rhonda and Joe are fine folks, and I'm glad to call them friends. From Akron, Sugar took me to JC and Vicky's home in Terre Haute, Indiana, via I-70. JC and I have been bros since the mid '70s. Right now he's battling cancer, and it doesn't look good for him. I spent a couple of days with him and Vicky before splitting for the Easyriders Rodeo in Milwaukee, Wisconsin.

It was a pretty easy ride. I hit Chitown after the rush hour traffic so it was relatively smooth sailing. The Rodeo was in Waukesha, Wisconsin, and it felt grand seeing my old pals who follow the circuit. As always, it was loads of fun. And speaking of pretty, Rodeo Trophy Girl Kelly Matzen from Ames, Iowa, sure fit that description.

Fun is what I'm looking for, just like what ya see on these pages. So if you have a mind to have some, drop me a line and let me know what's going on in your area. I'll be waiting to hear from you. Till then, see ya.

—Rip

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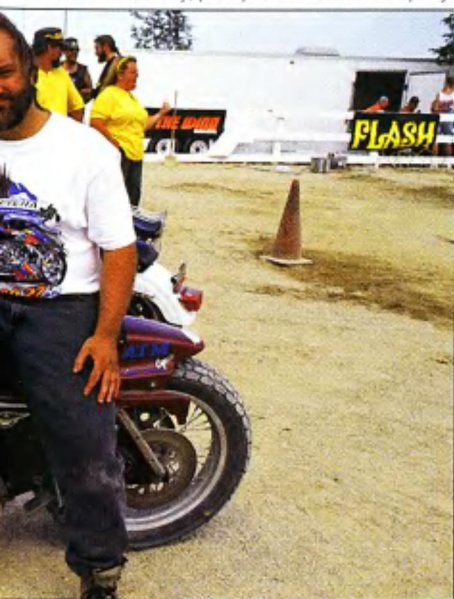
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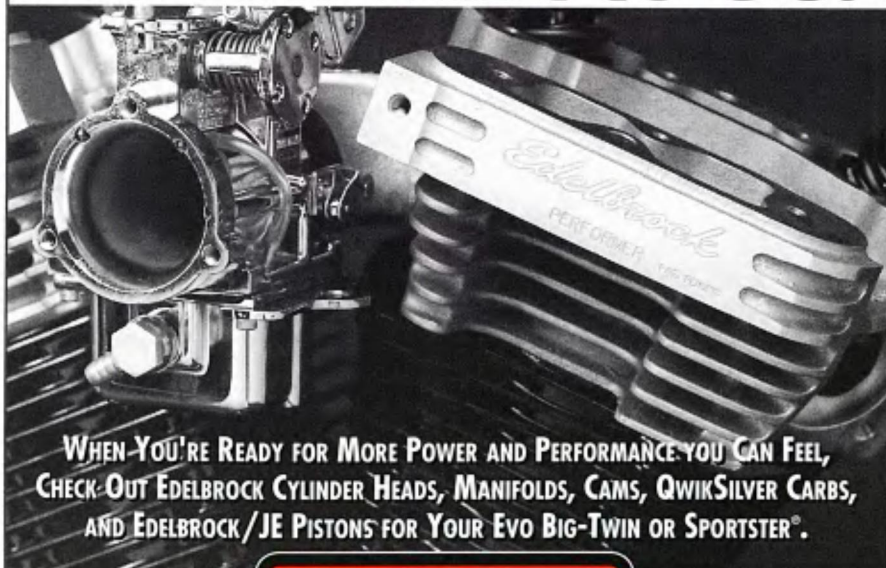
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Everyone noticed when Snake turned into the Sagebrush Cantina. The 32-inch drag pipes and sky-high apehangers on his Pan were enough to grab anyone's attention. Those who knew him turned to watch him park. He has a reputation for not putting down his kickstand. Snake's bros nodded in recognition of his arrival, then turned away before he had a chance to hit 'em up for beer money. This was a big Mexican food joint with a patio, bands, lotsa babes, and plenty of margaritas, cerveza, and South of the Border fare. The customers ranged from clubbers to RUBbers, and this issue Snake was assigned to interview a Rich Urban Biker (RUB). He muscled his way to the bar and elbowed up alongside the oldest guy there, the one sporting the most gold chains, the fanciest jacket, and the shiny, new Rolex.

Snake: Dude, I have a situation. I have an assignment I'm troubled by. I have to interview a Rich Urban Biker, and I can't quite bring myself to go up to some guy and say, 'Why, geez, you look like you make six figures a day, can I ask you a few questions?' Shit, most people use the term RUB as such a derogatory label, that I feel as if I'm insulting someone by calling him that.

Bob: (Snake's friend) I see. Well, let me ask you something. Do you consider me a RUB?

Snake: Well, I suppose. You seem saddened with all the trappings.

Bob: I'll tell you what, Snake. You can interview me. I earn a six-figure income, live in the 'burbs, own a Mercedes and a boat, and have frequent flyer miles. I own three bikes and have one on order. I have all the service work done at a Harley dealership, and I sleep and eat in the finest establishments when I go on road trips. Yep, Snake, for the rest of the evening, (standing and announcing to the other patrons) call me RUB.

Snake: Yeah, all right, man. No more outbursts, though, OK? But, I still don't know where to start.

RUB: OK, I'll start then. I guess I'm supposed to feel some sort of guilt for being financially successful and living in a manner that reflects that. But I'm not ashamed of the way I live. I grew up poor, Snake. My dad was a carpenter. I volunteered to go to 'Nam when I was 18 to get away from the folks. I was there in '72 when they announced that we were pulling out. By then, I was glad to be leaving; I'd seen some really messed up stuff, man—shit no person should ever experience. As I loaded wounded and maimed soldiers into helicopters, I knew I could never go back to being normal.

I HAVE ALL THE SERVICE WORK DONE AT AN H-D DEALER, AND I SLEEP AND EAT IN THE FINEST ESTABLISHMENTS WHEN I GO ON ROAD TRIPS.

Snake: So you went to college?

RUB: Well, not exactly, I was confused about everything, and the homecoming was less than pleasing ... so, I rode around on my Panhead chopper for a few years. At the time, I did everything on the bike. I rebuilt the damn thing from the ground up, even painted and molded it myself. Shitty job, but I did it. I got a job at the nail factory, drove junk cars, and bought a small pad on the GI Bill.

Snake: Then you went to college?

RUB: Well no, not exactly. The wife left me, with a young daughter and an even younger son, and I took on side work, doing remodeling jobs, to pay the bills. For six months, I worked to pay a babysitter. Then one day I ran into an old bro who had gotten out of prison, was about

to graduate from college, and had a chance at making a decent wage as an engineer. I figured if he could do it, so could I. So I quit the day job, went to college on money I made from remodeling at night, and my bros and their wives helped me with the kids till I graduated. I worked at a shitty plant as a manager, until they got bought out. But I wasted no time getting retrained as an electrical engineer and getting in the union. Hey, man, I had kids to feed, and too many people had helped me to get where I was. I wasn't about to let 'em down.

Snake: How about your bikes, dude?

RUB: Actually, I hung onto the Panhead for 12 years, through the whole Shovelhead era, then had to let it go to help with doctor bills for one of my kids. A few years passed before I could get another bike. Then I got a promotion. Made the right move, I suppose, because they offered me a partnership in the firm. I got my first Evo in '87, still in a rigid frame. I was still having a tough time going into dealerships. Remember, Snake, when bikers weren't welcome in dealerships? I had to warm up to those guys.

Snake: I remember. So why don't you work on your bikes yourself anymore?

RUB: Some guys have the money and not the time; some guys have the time and expertise, but not the money. I don't get it, Snake. Instead of drinking beer with the boys every night, I went to college. Why's that a problem? I'm human. I have a story. Hell, man, every guy who rides a Harley has a story. Some have made bucks, some haven't. Some want wealth, some don't. Hell, it's every guy's choice. I like what I've done, and I'm damn proud of what I've accomplished. I've got friends with money, and friends without. It has nothing to do with the size of a man's bank account or the kind of bike he rides. If you're cool, you're cool. If not, hit the road. ☉

RUB



GEORGE
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D.J., QUAKE DAY AND THE COPY-TOP BOP

Man, the holidays
are my favorite time o' year. Why?

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Their Christmas parties are legendary, and I've got the photos to prove it. Some could be worth big bucks, but that's another story. (A college kid once asked me what kind of writing paid best. I said, "Ransom notes, ya dumb knob.")

I'll never forget my first Paisano Christmas party. Now, I ain't saying it was too wild. I mean, I didn't see no animal sacrifice or nothin', but the place was packed to the rafters and getting down. The music was thumping the floor and rattling the windows, giving way to wild dancing, confetti throwing, beer suds flying, and damn near everyone in semi-compromising positions. Heaven.

I decided to circle the room, six-pack under my arm in case I lost sight of the huge tub of iced beer in the corner. Man, I was greeting the bros and tossing down beer like a one-man piss factory, getting rosy of cheek and merry of disposition. That is, 'til I ran into this intern from some local school, wanting to learn the publishing business. Turns out he also came to the party to teach the joys of ecology, only he picked the wrong muthafucker and the wrong muthafuckin' night.

As usual, I was holding fort when he appeared.

"... OK, now get down and suck your wife's dick." I had just finished a favorite joke to the guffaws of my friends, casually tossing a dead soldier over my shoulder. Then I felt a tug at my arm.

"You shouldn't do that," said the intern. "Shouldn't do what?" I deadpanned. "Suck my wife's dick?" The guys howled.

"Pollute. You shouldn't pollute. That can should be recycled."

"Recycled?" The boy was definitely one beer short of a sixer. "Recycled?"

"You know, used over again." He was dead fuckin' serious. Middle of a goddamn bacchanalian bash and this guy's on a conservation kick.

"Hey, Rank," one of the guys called, "hold on a second. I gotta go recycle some beer." More howls came from the bros.

"But ... our planet's in danger!"

I put a reassuring arm around our pasty-faced friend's narrow shoulders and showed him the sweet love of Jesus in my pretty blue eyes.

"Little man ... " I began, smiling.

"My name isn't little man," he blurted like a butt-fucked sheep, straightening to his full height. His head almost came up to my armpit.

"OK, Casper," I said. "This here's a party. We work real fuckin' hard, so we play real fuckin' hard. Everybody

here agreed *not* to save the world till tomorrow. It was on the invitations." I turned to the crowd. "Right?"

A chorus of agreement rose, along with toasts, including, "Fuckin'-A," and "Fuck tomorrow, die tonight!"

That's when the evil idea came to me.

"In fact," I said, giving the nod to my party pals, "right here, right now, the only thing in danger is your skinny ass." I turned to the crowd and shouted, "Whaddaya say, boys?"

A huge roar went up, pandemonium reigned, and I was happy once more as we grabbed our little Casper Milquetoast, stripped him to his skivvies, and proceeded to break his party cherry.

First we doused him in beer, then we helped him try the whiskey. Man, it really stings when it comes out your

I SAW THE LOOK IN HER EYES AND KNEW SHE WAS DRUNK, HOT, AND HORNY

nose. And when some joker lit up a little Mexican produce and blew smoke at the boy, he wheezed like a steam engine.

About this time, I was feeling my oats and unbuttoned my shirt for the performance.

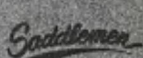
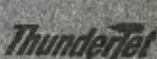
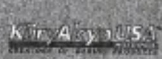
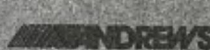
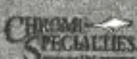
"Recycle?" I roared, sucking a whole beer down at once, "I'll show ya how we recycle 'round here!" I grabbed the empty can and ripped it in half, to the cheers of my peers. Now, you can't rip a metal can in half without fucking cutting yourself, but that's the whole point. Of course it's crazy. That's exactly why sane people don't do it.

Blood started to pool in my hand, and I shouted, "I got some war paint for 'Dances With Lesbos'!" The crowd gave out a fierce whoop and hauled Casper over to me. One of the babes dipped into my cupped hand, then turned to the kid. First she gave him a tonsil-tickling kiss, then she painted his face.

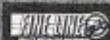
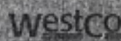
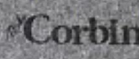
"Oh my God!" he shouted. "What if you're HIV-positive?"

The whole room went dead silent. Everyone looked at him, then at me, then they laughed so hard some of 'em fell down. By now the kid was →

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so loaded he started laughing too. Damn, I thought, there might be hope for 'im yet.

Then I saw her standing there—D.J., the new secretary. She was planted right next to the beer barrel, drinking steady and watching the show. But I could tell she was getting mighty ready to join the party.

She was in her twenties but had this loose-limbed, little-girl quality, with huge dark eyes and black hair cut short in what they used to call a Prince Valiant. Small and thin, she looked like a Girl Scout who had wandered into the wrong party. Then I saw the look in her eyes and realized she was drunk, hot and horny. Natch, I was over there in a New York minute.

"Hi," I said, applying pressure to my bloody hand, "I'm Rank."

"You bet," she said, taking a long, slow drink from her beer.

"No, I mean my name is Rank. Rank Rogers," I said, giving my best bow. "At your service."

She tilted her head and looked at me. "I've heard about you," she said.

"Nothing inspirational, I hope."

"Don't worry," she said, "your rep is safe with me." She tossed away one dead soldier and grabbed another from the barrel. "Damn, that's cold!"

I looked down at my hand. "Great idea. You mind?" I stuffed my hand into the ice and felt immediate relief.

Then she said, "I gotta hand it to you."

"How's that?"

"Well," she said, "for a guy who looks like Bigfoot on a rampage, belly hanging out and blood gushing from his hand ..."

"Yeah?" I said.

"You got a lotta class."

Class? Me? She must be kidding. So I joked back. "I bet you say that to all the boys."

"Just the ones I want to fuck," she said, dark fire in her eyes.

My ears pricked up like right now. "You don't say."

Then she leaned against me and did this melting thing. I was sporting wood so fast I feared whiplash. One of her hands checked my package while the other pulled my paw out of the barrel and up to her mouth, where she tasted vintage Rank.

"Come on," she whispered, "let's swap juice."

We ducked into one of the offices and the door wasn't halfway closed before she was all over me. I mean, I've seen horny. I've seen desperate. Hell, I once had to pry a sex-crazed

skull monster off my zipper. But I never seen nothin' like D.J. It was like fuckin' a bag o' snakes. Man, she was everywhere.

We bounced off a couple of desks, almost fell down twice, then came to rest against the copy machine when I said, "Where's the fire, baby?"

"Between my legs, lover," she sighed, rubbing her bare chest against mine, then almost whimpered, "Help me put it out, Daddy."

Ho-Leeee-Shit! I decided to take control before she hurt us both. I scooped my eager beaver up in one arm, set her on the copier and came away twirling her panties.

"Been a while, baby?" I asked.

THE POWER NEVER CUT OFF AND THAT COPIER JUST KEPT GRINDING AWAY

"Oh, yeah, Daddy," she said with a Mona Lisa smile. She lay back on the copier and opened wide. "Almost a year."

Christ, I thought, I'm a dead man. And when I applied the meat to the heat, you could almost hear her sizzle. She began to moan, and that's when the idea came to me. I pushed the copy button and the whole top of the copier, D.J. and all, began moving back and forth. I quit stroking and just stood there, hands on my hips, and let that fucking machine bring her to me again and again, each time spitting out a copy of her gorgeous ass.

"My God," she moaned, "you are a genius."

"Guilty," I sighed, "as charged."

Man, what a scene. First a world-class party, then a world-class fuck. It was December, but as far as I was concerned, the fish were jumping and the cotton was high.

Then came a sound Californians recognize instantly. D.J. was rockin' to the copy-top bop and didn't hear, but I'd notice the rumble of an earthquake in my sleep. I just managed to grab the copier and say, "Hold on, baby," when it struck.

By now, D.J. and I were both close. She said, "Button your shirt." "What?" I said, breathing heavy. She ground into me hard and growled, "Button your fucking shirt!" It wasn't easy, what with the earthquake, screwing and all, but I managed. "OK, baby," I whispered in a husky tone, "buttoned up tight." "Good," she grunted, grabbing my shirt by the lapels and pulling me to her. "Now give it to me. Give it all to me ..."

Then she sunfished, her throaty cries hoarse, her hands ripping the buttons off my shirt as we came together amid the rumbles, roars and growls, the earthquake heaving that copier spraying pictures of D.J.'s ass all over the room. Christ, I came so hard I thought my eyeballs were gonna pop.

She was still quivering as the last of the quake subsided. When she finally looked around the room, her eyes got big as dinner plates.

"Damn," she said, "when you tear one off, you rip it out by the roots."

I just smiled.

We got our shit together and headed back for the party, but at the door, I just had to ask. "Why me?" D.J.'s smile made me hard all over again.

"My ex was a lawyer," she said, "and when you wait a year to get screwed, you wanna make sure it's by a dick, not an asshole."

She slipped through the door and into the crowd as I heard Casper (remember Casper?) let out a whoop. I turned and there he was, drunk, painted for war, straddling the tub of iced beer, shouting, "I love you guys!"

It is a wise man who knows perfection can't be improved on, so I slipped out of the party and down to my bike. Ol' Magnolia Blossom fired up on the first kick, and under a huge, pale moon, I took the long way home.



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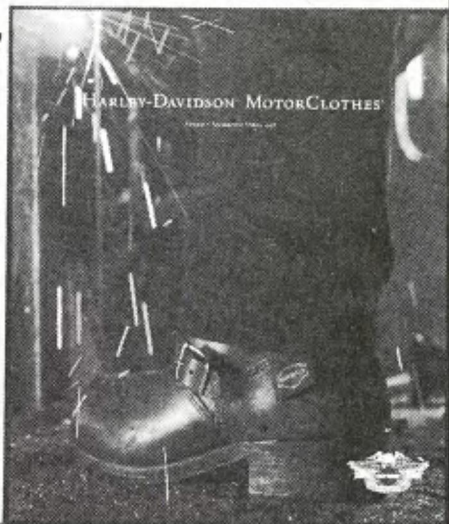
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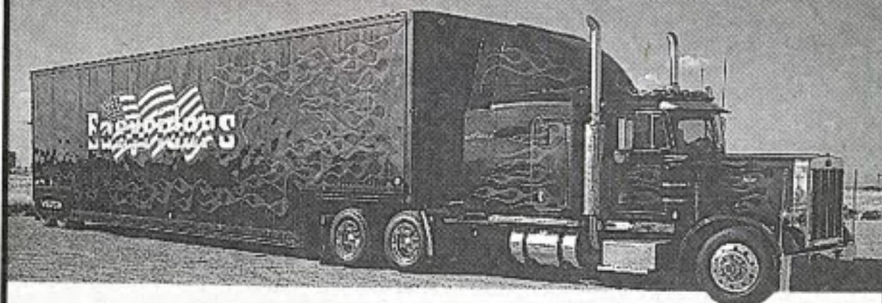
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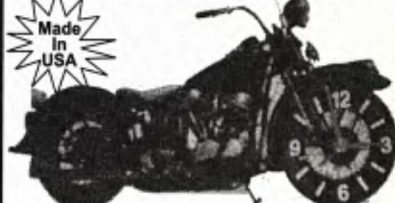
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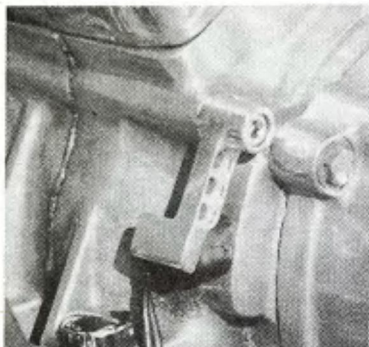
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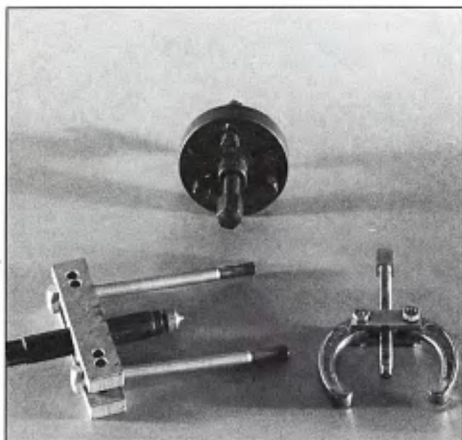
Some of the tightest tolerances and finest finishes to be found in the Big Twin engine and chassis reside inside the likes of bearings, bushings, and seals. So when it comes time for disassembly, treat these little jewels with the respect they deserve. Here's a fast rundown on what tools to use and how to use them—right:

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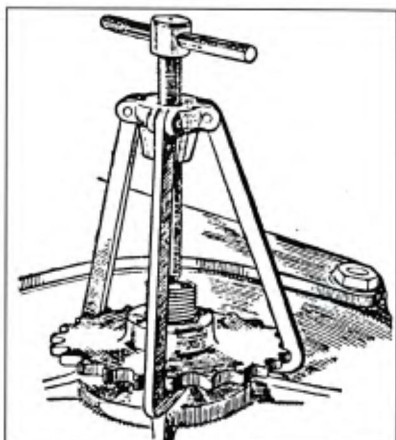
Adapter plates, both one and two piece, connect to many universal puller arms. These can be machined to match the exact profile of the bearing for stress-free pulling.

Bushing drivers and drifts are available in sets, but can also be cobbled up from old pipe, round stock, even socket wrenches. Step diameters help pilot the driver on the bearing's center. A 5-pound sledge lets you deliver even, steady blows. Wear goggles. Important hint that eases removal/replacement of bushings and bearings in aluminum cases: Apply heat first, since the alloy generally expands faster than the insert, loosening things up.

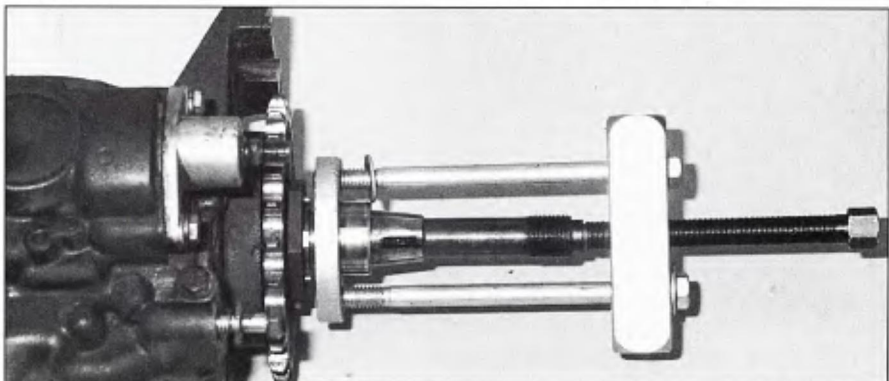
Blind hole pullers help in situations where the backside of the parts cannot be reached by a conventional puller or driver. One caveat: Flexible →



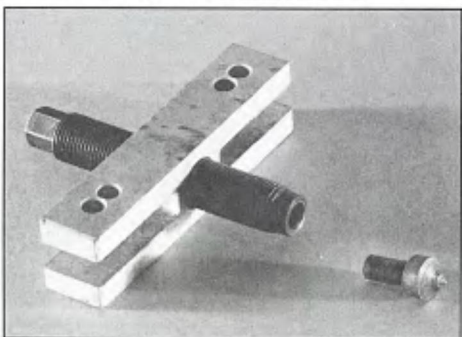
Variety of gear pullers.



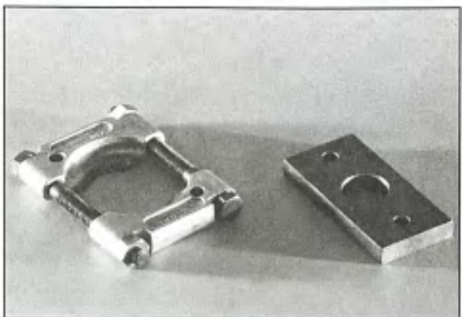
A three-arm puller at work.



Puller in place and ready to remove bushing.



This puller has a bearing surface.



One and two-piece adapter plates.



Tapping a part breaks the seal.

TECH TIPS

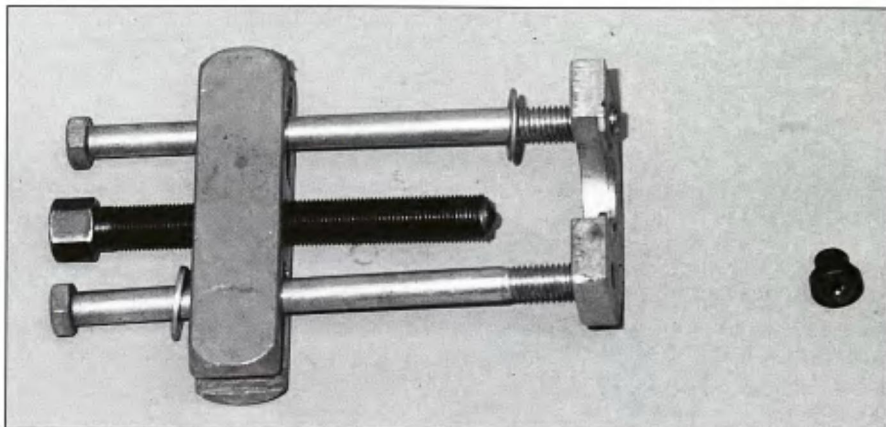
parts like seals may be permanently distorted by this removal method, so replace if in doubt. Here's an old mechanic's trick for blind hole bushing removal: Fill the hole with oil, machine a shaft that just fits the bushing ID; insert and strike with a hammer. The bushing backs out via hydraulic force.

Poor man's press. For small jobs, substitutes like a large vice or series of washers, bolts and sockets can be set up to both remove and replace bushings. Check your parts book. Many of the more common pulling and driving duties have a dedicated Harley-Davidson tool available so check out what's available at your dealer or the sources listed.

No shame to go pro. And if you come across an ornery inner race, obstinate shaft, or just don't feel comfortable messing with the miniature marvels that keep everything rolling inside, don't despair. Most pro Harley mechanics and engine builders have the knowledge, the hydraulic pressing, pulling equipment and the correct fixtures to reduce these jobs to just seconds. No shame in showing up at their door.

Whatever route you go, you can see there's plenty of help for your pressing situation—if you catch my drift ...

—Jake



Bushing puller with bearing to prevent damage to shaft.



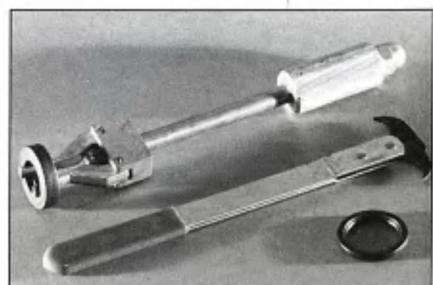
Whatever fits for driving bushings.



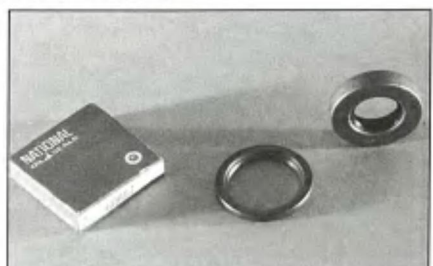
Universal puller assembled.



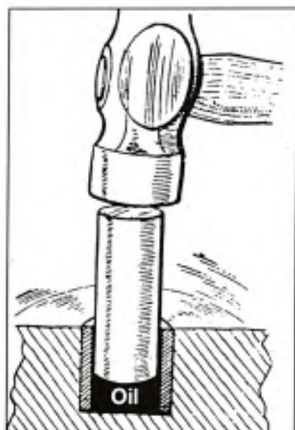
Carefully tapping bearing into place.



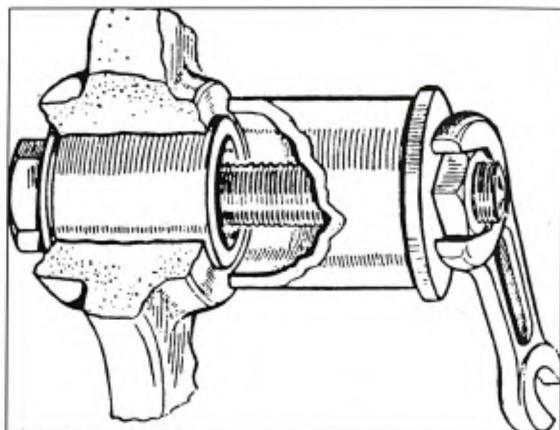
Seal removing tools.



Make sure to use proper seal.



Old machinist's trick.



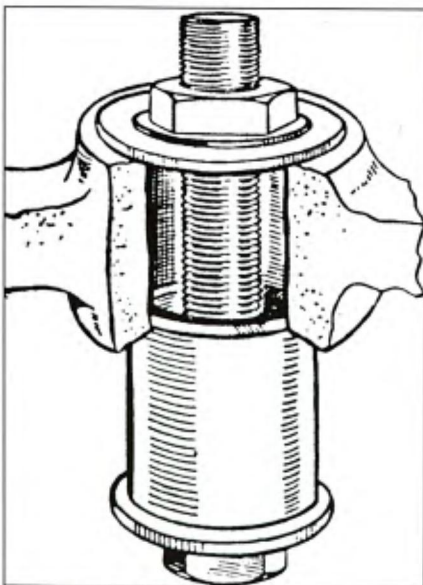
Removing old bushing.

Selected Harley-Davidson Special Tools

Description/Part # :

Main drive gear bushing tool/#35094-65	Custom Chrome (#20-003)
Clutch hub puller/#95960-41A	Custom Chrome (#20-013)
Piston pin bushing tool/#95970-32A	Chrome Spec. (#400530)
Sprocket shaft bearing tool/#97225-55	Custom Chrome (#20-113)
Pinion gear puller/#96830-51	Nempco (#49-6092)
5-speed main drive bushing and seal tool/#34734-80	Chrome Spec. (#400538)
Crankcase bearing driver set/#94547-80	Chrome Spec. (#400531)
Valve guide driver set/#34731	Chrome Spec. (#400572)
4-speed main gear drive bushing tool	Chrome Spec. (#400543)
Primary drive inner race puller and installer/#34902	Chrome Spec. (#400652)
	Custom Chrome (#20-003)
	Nempco (#49-6006)
	JIMS Machine

Also available via...



Remove old bushing.

Sources

GENERAL PURPOSE PULLERS, DRIFTS, DRIVERS, PRESSES:

Harbor Freight Tools
3491 Mission Oaks Blvd.
Camarillo, CA 93011
(800) 423-2567

J.C. Whitney & Co.
1917-19 Archer Ave.
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(312) 431-6102

Northern Hydraulics
P.O. Box 1499
Burnsville, MN 55337
(800) 533-5545

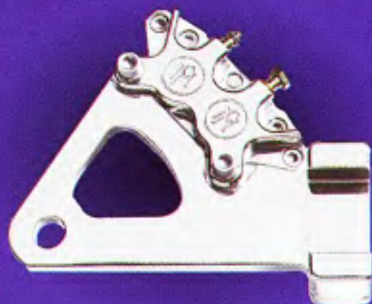
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TECH TIPS

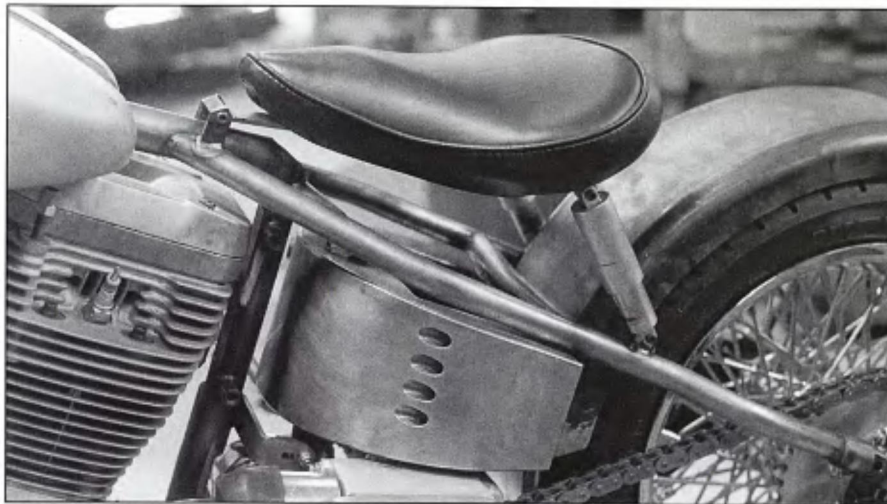
SEAT SHOCKS FROM CHOPPER GUY'S Taking The Rough Out Of Rigid

Now you wide-tire freaks out there have your choice of damn near any frame you like from Chopper Guy's Biker Products. They offer several styles of rigid frames that handle the big 180- and 200-series tires. The rigid has its own stigma—people who don't know a Softail from an FXR know what a rigid is, and more often than not, they love 'em.

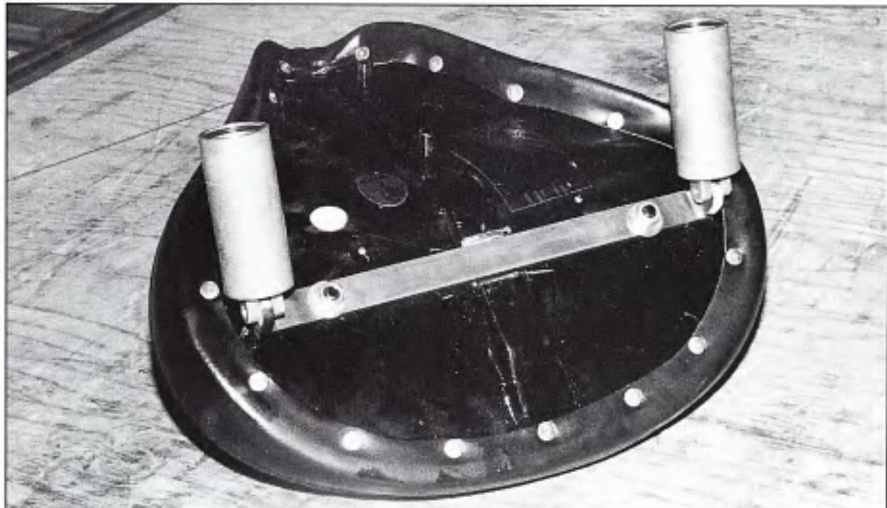
Thing is, as popular as the rigid is with its outlaw style and stripped-down chopper looks, the lack of rear suspension poses a problem for many would-be rigid sled pilots. The key to keeping the backaches at bay is the seat. Hardpan seats look the best, but offer next to nothing in comfort unless you're young, brave, or are a hardened vet. So, then the next option is the sprung seat, the standard option for rigid pilots looking for some extra comfort. One problem, though. Sprung seats sometimes rock from side to side because of the springs, and they also have this irritating tendency to launch you every time you hit a bump.

What we need are shock absorbers for the seat. Hmmm, seat shocks? Yeah! Chopper Guy's Rigid Tamer Seat Shocks. Chopper Guy's owner, Gary Munoz, developed these little gems many, many moons ago, and now they're finally available to the public. Essentially, they are billet-aluminum bodied "shocks" with an internal spring and O-ring seals. This design provides a smooth damping action that works *with* you instead of against you, and they won't allow the seat to cock to one side or the other.

While the installation of these seat shocks is pretty basic, there are some areas to pay special attention to. There are a few careful measurements that need to be taken, and since there are tabs that need to be welded to the frame, you definitely need to pay attention to what you are doing. Fortunately, for this



A set of Rigid Seat Tamer Seat Shocks in place.



Top bracket installed to seat.



Welding tabs.



Front tab placement.

installation, Gary walked us through it step-by-step. First off, we took a wide LePera solo saddle and installed the top shock bracket to the seat, using the mounting studs in the seat pan. The top portions of the seat shocks attach to the Chopper Guy's bracket, that's bolted to the seat, to finish the installation.

Next, the tabs for the lower section of the shocks were welded to the frame. During this step, the tabs were screwed to a threaded rod that spaced them apart to proper distance to line up with the frame rails. Eyeballing the location of the tabs is necessary to ensure that they are in position prior to welding. Then the front bracket tabs were welded to the frame's backbone tube and we checked the fit of the seat bracket. This bracket was made from stainless steel so that it could be polished for a clean appearance once the bike is finished.

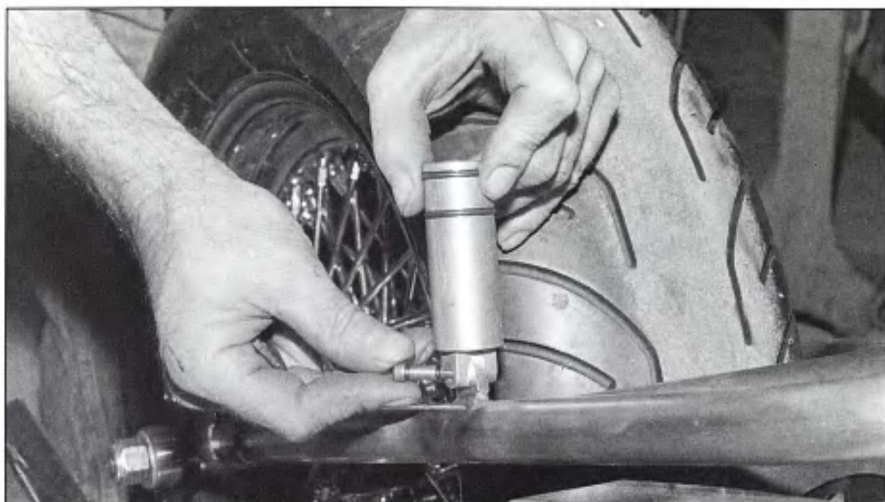
Shoulder bolts were used to hold the lower shock bodies to their tabs on the frame. Because of this design, the bodies can only be mounted one way. Next, the springs were slipped into the shocks and we were ready to slip the seat into place. Shock angle and travel is critical to the performance of these seat shocks, so we did some adjusting with the seat since the seat bracket is slotted. Then *voila*—we got it just right.

Maintenance is simple, just a dab of light oil on the inside of the shocks by the O-rings every so often will keep them in top shape. Now it's time for comfortable

—Wordman

Source

Chopper Guy's Biker Products
1633 Marine World Parkway
Vallejo, CA 94589
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(800) 548-2467
(707) 557-2451 Fax



Shoulder bolt used for lower attachment.



Installing the springs.



Angle and travel are critical.

Photos: Erik Falconer



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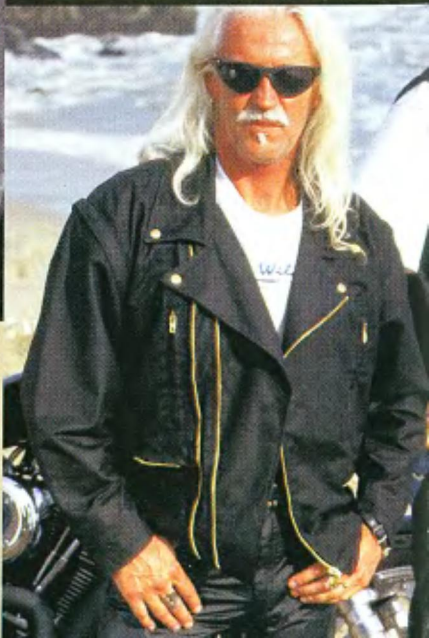
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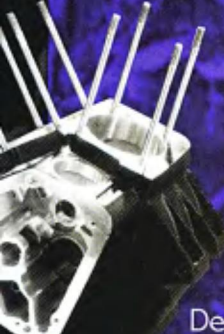


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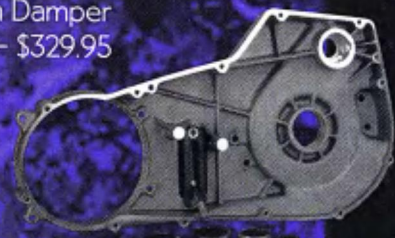
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TECH TIPS

IRON MAN Heavy Metal You Can Work With

Even an occasional reader of *Easyriders* is sure to know the name Milwaukee Iron. For years, they have been one of the first choices of many builders. Sheet metal is definitely their main business.

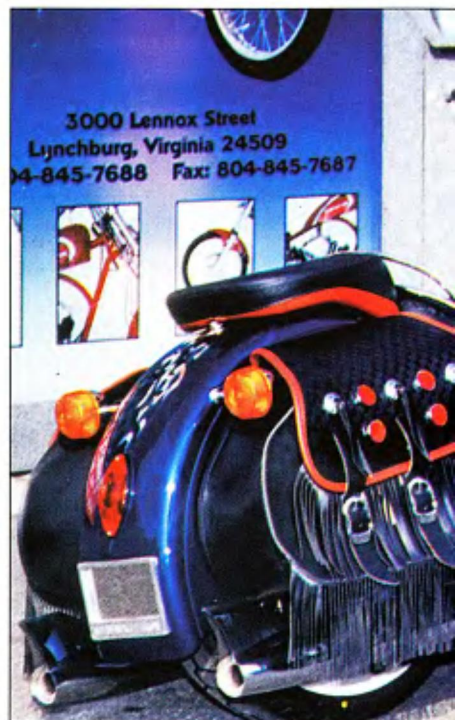
Speaking with Randy Simpson, owner of Milwaukee Iron, I was surprised to find out Randy's company has been in business for 14 years. Man, time sure seems to fly by, don't it? For four years running, Randy and his company have been designing and manufacturing their own product line, from built-in fork stops to an extensive line of fenders and dashes.

Their new line of "prime and paint" finished bolt-on sheet metal comes in all types of configurations. This bike features a Showboat front fender, designed for '97-and-up Springers, and a frenched Bandit 7 3/4-inch rear. The rear fenders come 8 3/4, 9 1/4, and 7 3/4 inches wide. The regular Bandit series for Softails are only available in 7-inch widths but come long and short. Also available are fenders for the Dyna Super, Low Rider, Wide Glide, and Softail—24 versions in all. Randy says they have over 100 fender applications.

In addition to their fenders, Milwaukee Iron also produces over 150 steel dash combos. This bike features one of their '96-up Softail models with flamed trim, 16-gauge stainless steel, polished to a mirror finish. Besides dashes for the Super Glide, Low Rider, Wide Glide and Road King, these dashes are available for all '68-up models. You can get them straight (5 1/8 inches wide) or tapered (5 1/8 to 4 1/4 inches). Extended versions are available and flame trim can also be added. All feature rubber trim, 14-gauge tops, and 16-gauge sides.

Milwaukee Iron is also excited about their catseye lightbox. Available in vertical or horizontal, the box comes with two rows of 4 5/8-inch long LED lights, and a 16-gauge box for frenching in tag or tag frame. They also produce a billet frame for the tag and, get this, no bondo needed—on this, or any of their products. That's the kind of quality they're putting into their work.

—Wordman



Bandit finished fender from Milwaukee Iron.



One of 150 steel M.I. dashes.



Photos: Randy Simpson



Steel taillight and tag inserts.

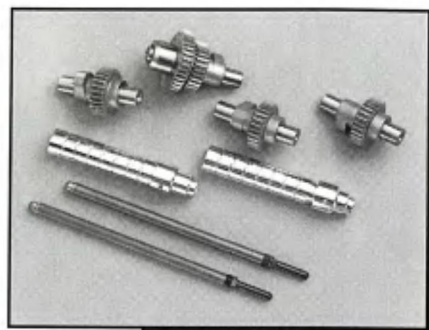
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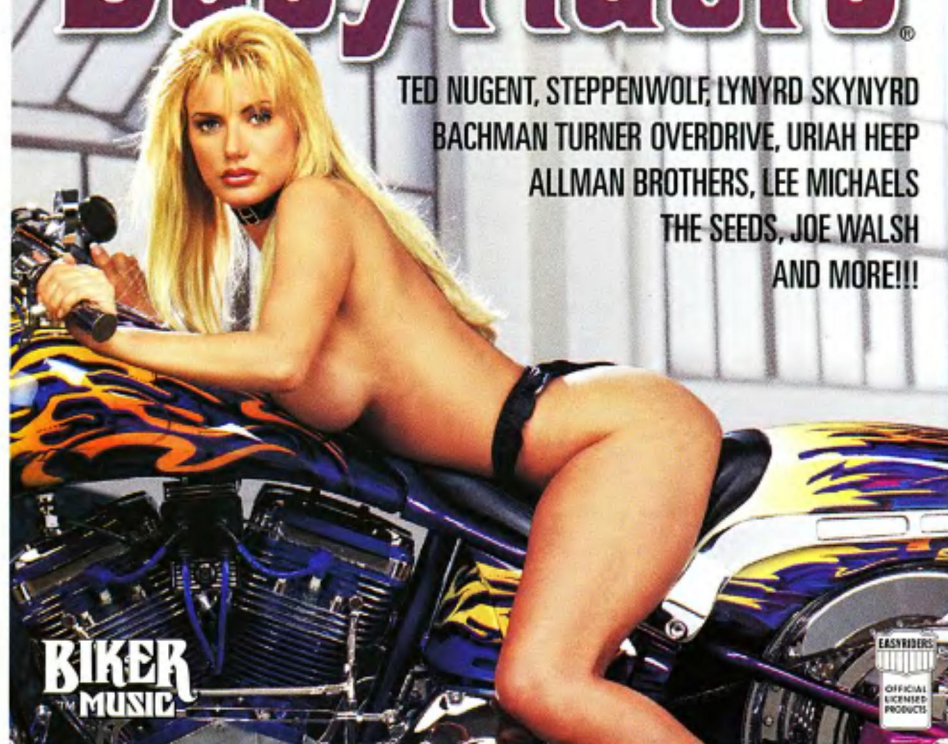
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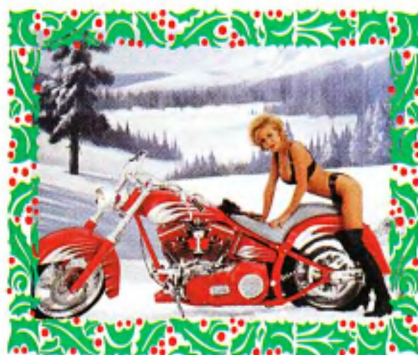
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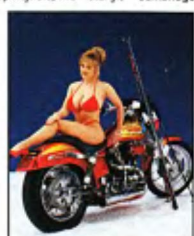
Part # 110328. Happy Holidays.



Part # 110326. Merry Christmas.



Part # 110329. I'm dreaming of a ride this Christmas.



Part # 110324. Here's hopin' you get all the toys you ask for this Christmas.



Part # 110315. Harley with your lights so bright, won't you guide my ride tonight.



Part # 110313. Breakin' thru to a Merry Christmas and a New Year's blast.



Part # 110314. Spreadin' biker goodwill to all.



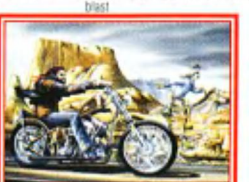
Part # 110327. Season's Greetings.



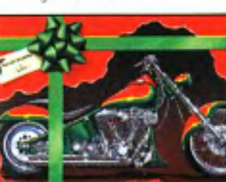
Part # 110319. Spreadin' biker goodwill this holiday season.



Part # 110310. Have the ride of your life this season.



Part # 110301. (A biker Christmas story.)



Part # 110325. Season's Greetings.

READERS' RIDES



Photos: owner

Rick Reichmann **Smalltown, USA** **1948 Panhead**

Thursday I pulled a muscle in my back, and I have been on my stomach all weekend. I have been trying to figure out how to get the bed into my office so I can write. I look like Mrs. O'Wiggins when I walk around. But ya know what they say, if you ain't got back problems, ya ain't working hard enough.

Now some swingarm-loving guys, not you, of course, is probably saying right now, "Yeah with a backache, you sure would not be riding a rigid." Of course, anyone who's ever had a serious backache knows when they hit, you are not gonna be riding anything but a mattress.

But as an American, I can respect the hell out of Rick Reichmann, being that this righteous rigid Panhead is his main scooter—meaning he ain't got any full Dresser hiding in the wings when he doesn't want to be beat to death by every pockmark on the road. It's too easy to fall prey to convenience



these days ... fast food, digital cable TV. Shit, some people believe air-conditioning is a constitutional right. It reminds me of that bumper sticker I saw last week that read, "More cops, and pay them like your life depends on it." Yeah, right. Some people think you need shocks, too.

Rick has owned his '48 Panhead for about 20 years now, buying it from a guy when he was working on the Alaskan pipeline in 1977. It was in a shitty '65 swingarm frame, with a girder front end. Like any biker worth his weight in axle grease, he couldn't leave it be. So he picked up a Paughco rigid frame, and a springer front end, making sure to tell them not to chrome the big legs. He added aftermarket flatside tanks and a three light dash. The heads were flowed by Branch, and the engine runs an Andrew F grind cam and Zenith carb. Of course, you can't see it, but there is a Dyna electronic ignition hidden in the distributor. He said he couldn't have accomplished the task of building the Pan without the help of Jeff at American Classics in Dundee, Oregon, and Rich at R&R Hawg in Newport, Oregon.

In the meantime, you can catch Rick riding around Deadhorse, Alaska, with his wife, Carol Lynn, or his 10-year-old boy, Sonny, or visiting his daughter, Danielle, and his three granddaughters.

—Flynn

READERS' RIDES



Photo: Kruckelhead George

M.C. Alvarez **Tracy, California** **1968 FLH**

Just got a call from my chopper riding bro, Grizz from Holland. It was 2:30 in the morning there, 8:30 p.m. here. (He called from tomorrow!) He was just calling to say hi, and to talk about choppers. I love this lifestyle. It thrills the shit out of me to think that a guy on the other side of the Atlantic has the same passion for choppers that I do. I tend to think of choppers as an American thing. I mean, I clearly remember riding in the backseat of dad's Ford Falcon station wagon, driving down Route 8 in northern Kentucky, face pressed against the glass, gawking at the grasshopper-styled choppers as they passed the car. I remember seeing a bike club in Dayton, Kentucky (I don't know which one, I was like 6 maybe),

all sitting around in front of the clubhouse with their choppers.

Minutes later, we would be in downtown Cincinnati, at Riverfront stadium, watching Johnny Bench dive for pop-ups, eating hot dogs, and drinking Coke (Mom would have killed dad had she known; soda was forbidden for us kids). It was apple pie, back patches, watermelon, oily choppers, baseball, and my uncle's hidden but not out of reach *Easyriders* collection ... I guess it probably was like that for Grizz too.

M.C. Alvarez of Tracy, California, said it was the mile-long springers, wild murals, twisted chrome sissy-bars, and *Easyriders* magazine that inspired him to start riding in the '70s. But it wasn't until he landed his hands on this Shovelhead, some six years ago, that he built a bike himself. It was in a number of boxes, but the price was right.

Along with Ron Letcher, he com-

pletely restored the '68 Shovelhead from the ground-up, adding a few personal touches, like the 21-inch front wheel, shaving the fender tabs on the lower legs, and lowering them so the front fender would sit right down on the wheel. The rear fender mounting holes were also lowered. A healthy dose of chrome was added, and the teal green and white paint job topped it off.

M.C. is a mechanic for Sea Land services in Tracy, California, and did the majority of work himself. His next project is a '79 Shovelhead, which is getting a similar treatment. Hopefully, some baseball-glove-wearing kid, face pressed against the minivan window, will see M.C. and his Shovel blast by and be inspired to grow up to build righteous choppers, date loose women, and party all night ... hey, no one said I was a good influence.

—Flynch →



Photo: Louise McKilican

James Climenhage Quesnel, B.C. 1979 Shovelhead/FLH

I used to live in an apartment behind the greater Cincinnati airport, which was actually in Burlington, Kentucky. It played host to the wildest, most eccentric bunch of characters I think I'll ever meet, from a couple of hillbilly cousins who listened to really loud heavy metal music and drank moonshine, to a paranoid stewardess who checked her dead bolt every time someone walked by, to a honey-moon couple whose bedroom faced the parking lot, to an ex-Marine who was really into fully automatic machine guns, body building, and Oriental tattoos. His wife was always pregnant, and wouldn't let him hang with us basement dwellers.

There were a whole bunch more, but the reason I bring this up is

because of the biker who lived across the hall. He was a singer/songwriter from New Mexico, but he was living in Kentucky because he had a good job there. He drove a shit yellow Econoline van with no gas cap and stored his beautiful Bonneville in the back. Most of us would gather at his place on Friday nights to listen to him play the guitar, get stoned, tell stories, and do never-ending medleys of John Prine songs.

His main ride was a '79 FLH that was identical, down to the wire, to the ride of our main man James Climenhage from Quesnel, Canada. James is also a singer/songwriter. He is a sandblaster by trade and a damn hard man to get a hold of. Three phone calls and a promise to buy Amway products from now on, from a wrong number, and I finally reached James.

James, 28, has been riding since

he was a kid, starting out on dirt bikes before moving up to serious bikes. He bought the FLH four years ago, tore it down two years later, and stripped, rebuilt and refinished the entire bike back to stock specs, except for a custom speedo face using curved 6mm glass for the lenses and a piece of stained glass for the actual speedo face.

James says that music and motorcycles are his first loves and would like to make a living traveling and playing, although these days most people think of braless Alaskan chicks named Jewell when they think of singer/songwriters, but that won't stop James. And James, if you're ever down New Mexico way, and you run across some drunk guy with a guitar and a bike that looks like yours, and he's telling some *señorita* that he wrote *One Red Rose* (a John Prine song) just for her, tell him Flync still drinks stale beer.

—Flync

READERS' RIDES

Easyriders of Detroit Detroit, Michigan 1968 Electra Glide

I love to hear brushes with greatness stories, like running into Elvis at the Chinese buffet. I once met Charlie Watts walking down the street the day after the Stones were in town. I saw Little Jimmy Dickens at Denny's, and once while I was gassing up my Shovelhead near the Indiana border, I ran into John Mellencamp filling his Duallu. Joan Jett once winked at me after a concert, and John Doe and Exene Cervankova are always glad to hear from me. Oh yeah, Keith Ball once said "hi" to me.

That's why we love *Easyriders* bike shows so much—for the chance to see the craftsmanship and three-dimensional artwork of the scoots featured between the pages of *Easyriders* in person.

When Dave Mast strolled into *Easyriders* of Detroit and told Tom Phenagar that his '68 Electra Glide was the very bike used in the movie *Electra Glide in Blue*, starring Robert Blake, Tom decided to do some research. Turns out that not only was the '68 the same bike, but Dave bought the bike right off the set after the movie. The bike is unrestored, and like Tom said, "it needs a few cosmetics, but, heck, it's got 70,000 miles on it, and it runs like a top. And it's original ya know!"

The '68 used to sit in Planet Hollywood in Arizona, and *Easyriders* of Detroit kept it on their showroom for a while, but last Tom heard, Dave was riding the thing around Mt. Clemens, Michigan. *Easyriders* of Detroit is located in Mt. Clemens, north of Detroit. They have been open for 16 months and offer full service and apparel. Tom says they do a lot of high-performance work, and sell a whole wide variety of aftermarket bikes, like Titans and Big Dogs. Tom Phenagar and his wife, Sue, own and run *Easyriders* of Detroit and are always happy to help you. And ya never know, maybe you'll run into Iggy Pop and my dad (also a Detroit resident and looks sorta like Iggy Pop these days, scary eh?) shopping for carburetors and liver.

—Flynnch



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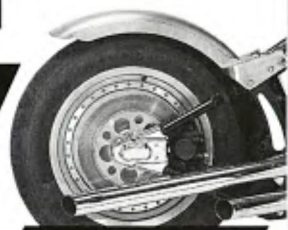
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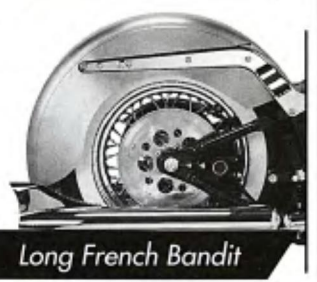
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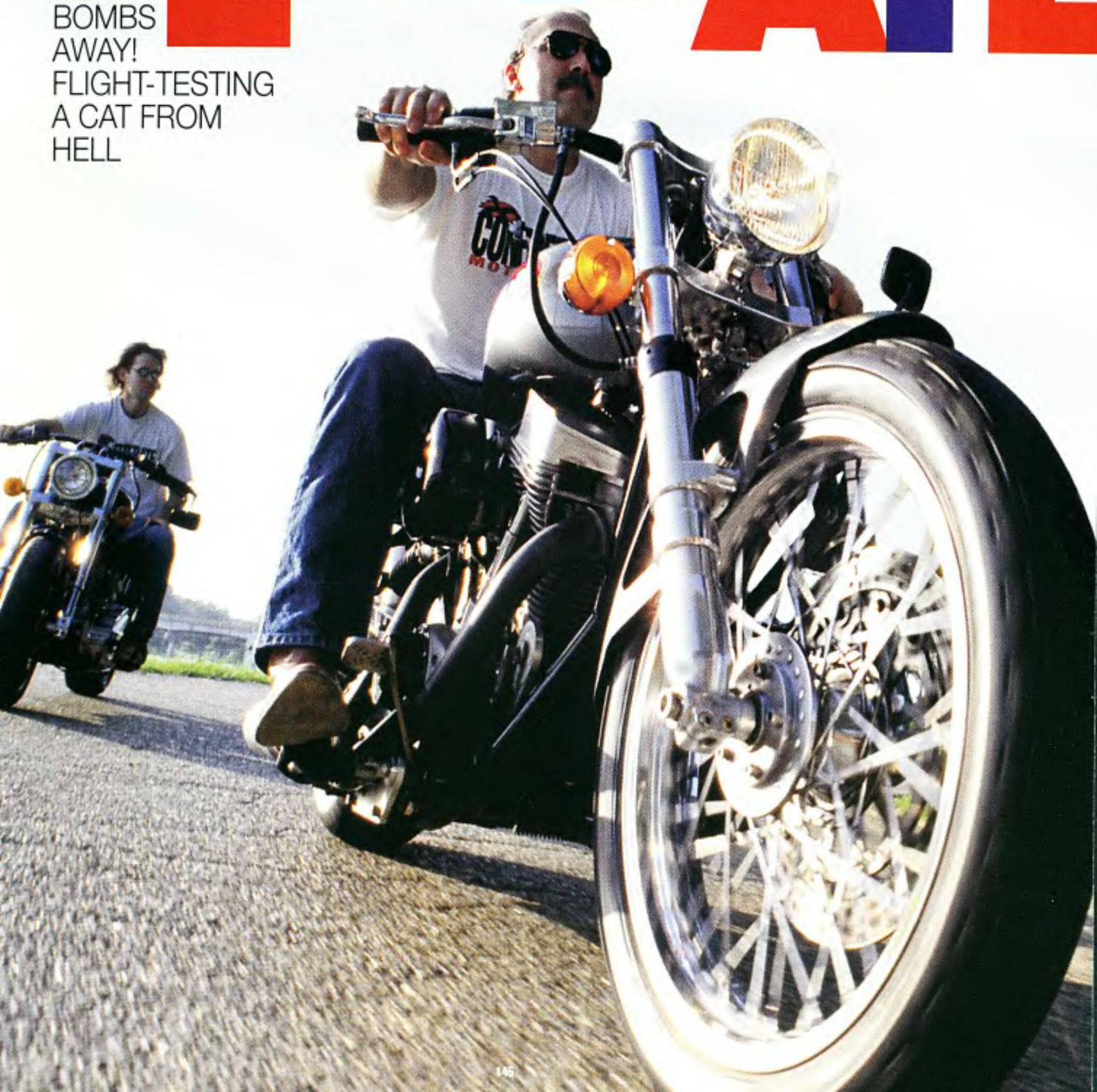
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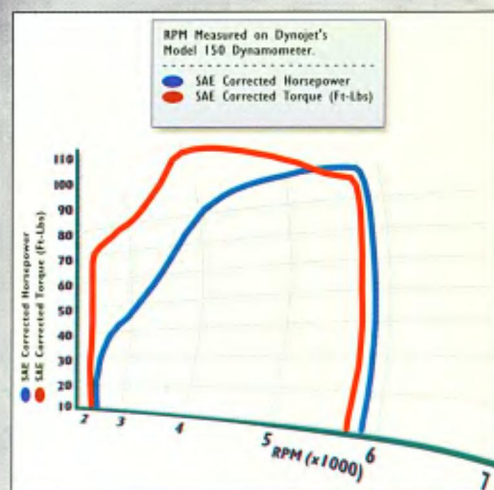
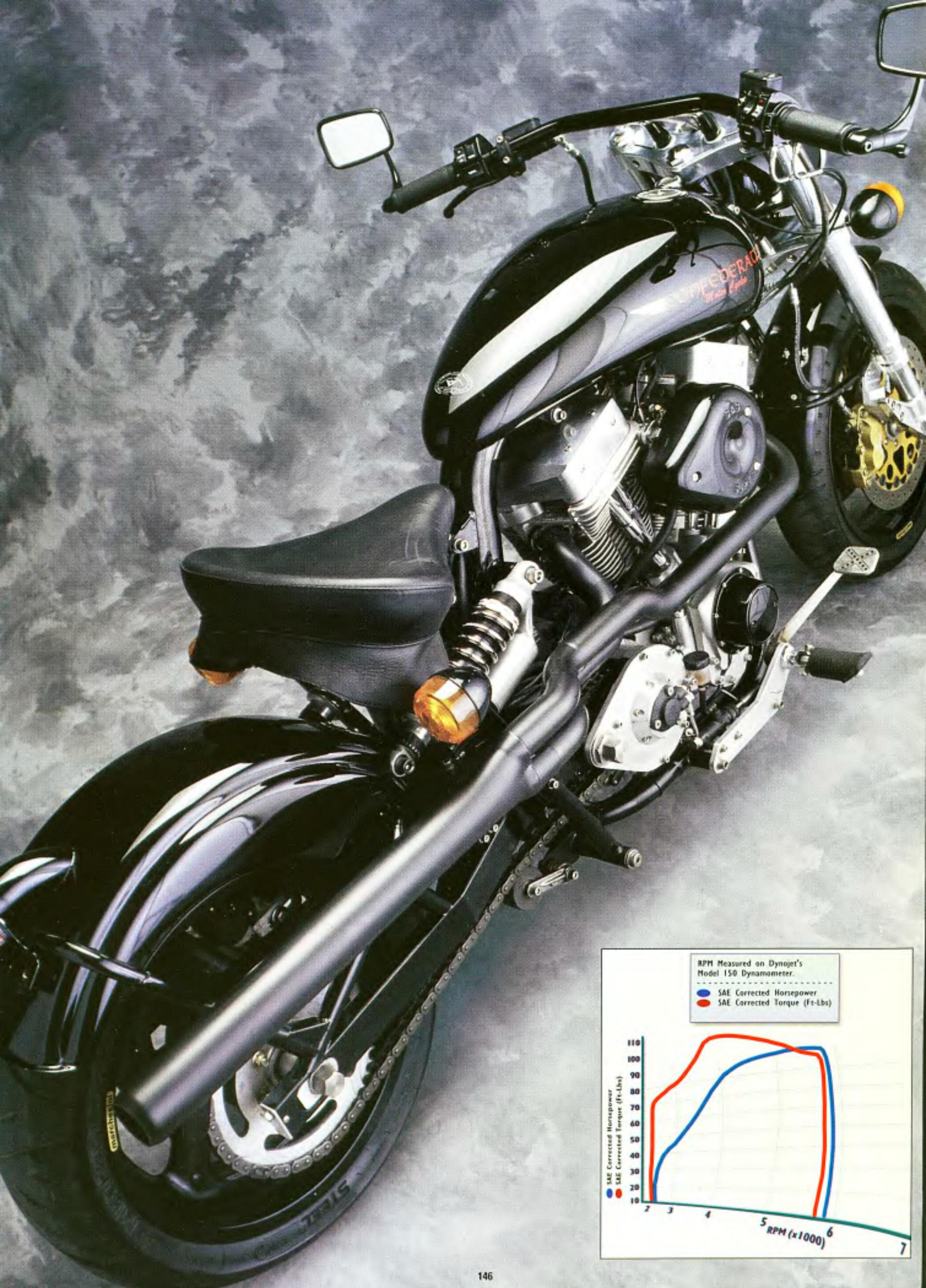
Besides giving us Vanna White, Myrtle Beach, South Carolina, offers up one helluvan annual Harley event (featured in the October 1997 issue, #292). Year-round, they also enjoy the new *Easyriders* Cafe. This ride-in, dine-out restaurant and

gathering spot attracts local bikers, herds of them, in fact, especially during the beach town's Bike Week.

Bandit, in town enjoying the seaside party scene, had just finished chompin' down a couple of the Cafe's massive →

BOMBS
AWAY!
FLIGHT-TESTING
A CAT FROM
HELL





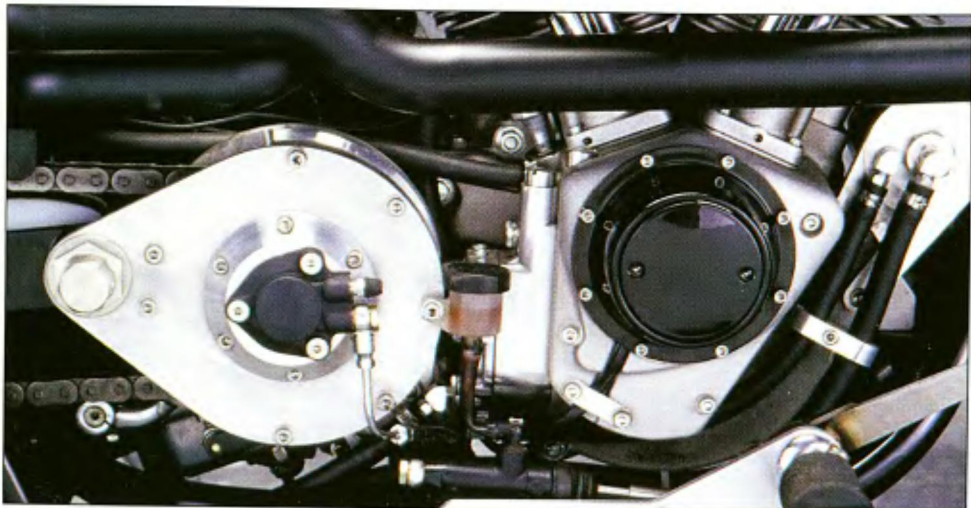
22-ounce steaks, when some guy pulled in on this tricked-out scooter. Turns out it was John Siebenthaler, point man for Confederate Motorcycles, who was motoring around on their V-twin road warrior, the hot rod-oriented Hellcat custom.

Bandit swayed John into lettin' him take it for a spin around the block, and turned it into an all-day ride. When he finally returned, you could tell he'd had a good time. "This bike is incredible," proclaimed the wily editorial director. "It's fast, smooth, and very comfortable to ride. Handling is hellaciously great; the brakes are right on the money, and even though it's a performance sport bike, you could ride it to Sturgis. It's dead smooth and dead straight at double nickel speeds. I was riding with Dave Perewitz and Bobby Sullivan, who were on stroked bikes, and I have to say I walked away from them on the Hellcat. They were impressed."

These hellishly elegant hot rods were born and bred in Baton Rouge, Louisiana, home of the LSU football team that kicked the entire Tulane football team's ass, 65 to zip, at my old school's homecoming game. Imagine 20,000 people laughing their asses off at every touchdown. Imagine the entire month's production run of Jax beer being consumed in the grandstands. You get the picture.

Well, a new brew is now roaring outta Baton Rouge, actually two flavors, the Confederate Hellcat—a 93-inch solo seat sporter—and the American GT—the 113-inch rod, capable of transporting two in style. Seems the Hellcat was the name of the of a Grumman-built WWII Navy fighter that flew in the Pacific Theater. They were radial-engine aircraft, while the Confederate customs are powered by an S&S motor prepped to Confederate's own specs. The bike also features Andrews gears, White Bros. inverted forks, Performance Machine brakes, and a chassis that could take a direct hit from a 500-pound bomb and keep tracking straight.

Matt Chambers, company prez, says, "Our philosophy was to build these bikes from the inside out ... mating muscle and finesse, speed and smoothness ... a guts and glory machine that gives the owner a bike he can use with confidence to the →





Manufacturer: Confederate

Motorcycles, Inc.

City: Baton Rouge, Louisiana

Make/Model: Hellcat Roadster

Dimensions

Seat height: 27 inches

Ground clearance: 6.5 inches

Rake: 30 degrees

Wheel base: 65 inches

Fuel capacity: 5 gallon fuel cell

Oil capacity: 6 1/2 quarts

Dry weight: 495 pounds

Wheels

Front

Type: Performance Machine

Size: 120/70 ZR 17

Rim width: 3.5-inch

Tire: Metzeler

Brake: P.M., 13-inch cast iron rotors,

4-piston calipers

Rear

Type: Performance Machine

Size: 190/50 ZR 17

Rim width: 5.5-inch

Tire: Metzeler

Brake: P.M., 11.5-inch cast iron rotors,

4-piston calipers

Engine

Year/model: 1997 S&S Confederate specs

Displacement: 93 cubic inches

Ignition: Crane Hi-4 C, single-fire

Lower end: S&S

Balancing: S&S

Pistons: S&S

Compression ratio: 9.8:1

Cases: S&S

Heads: S&S/Sputhe rocker covers

Cam: S&S .562 V-twin

Lifters: S&S

Carb(s): S&S

Air cleaner: S&S

Pipes: Confederate

Transmission

Year: 1997

Engine sprocket: Confederate

Trans pulley: 53-tooth

Wheel pulley: 21-tooth

Gears: Andrews close ratio

Clutch: Belt Drive Ltd./Dayco Panther

Primary: belt drive

Frame

Builder: Confederate

Rake: 30 degrees

Stretch: Confederate custom

Swingarm: chrome-moly

Other: handfit, tig-welded carbon steel

Forks

Type: inverted

Builder: White Bros.

Other: polished

Accessories/Instrumentation

Bars: swept-back custom

Fenders: Confederate custom

Headlight: Confederate

Taillight: Confederate

Instrumentation: in headlamp

Speedo: mini 2:1, Nempco

Tach: mini, Nempco

Pegs: V-Twin

Electrics: Wire Specialties/Confederate

Gas tank: Confederate

Oil tank: in frame/Confederate

Oil pump: S&S

Primary cover: Confederate

Seat: LePera

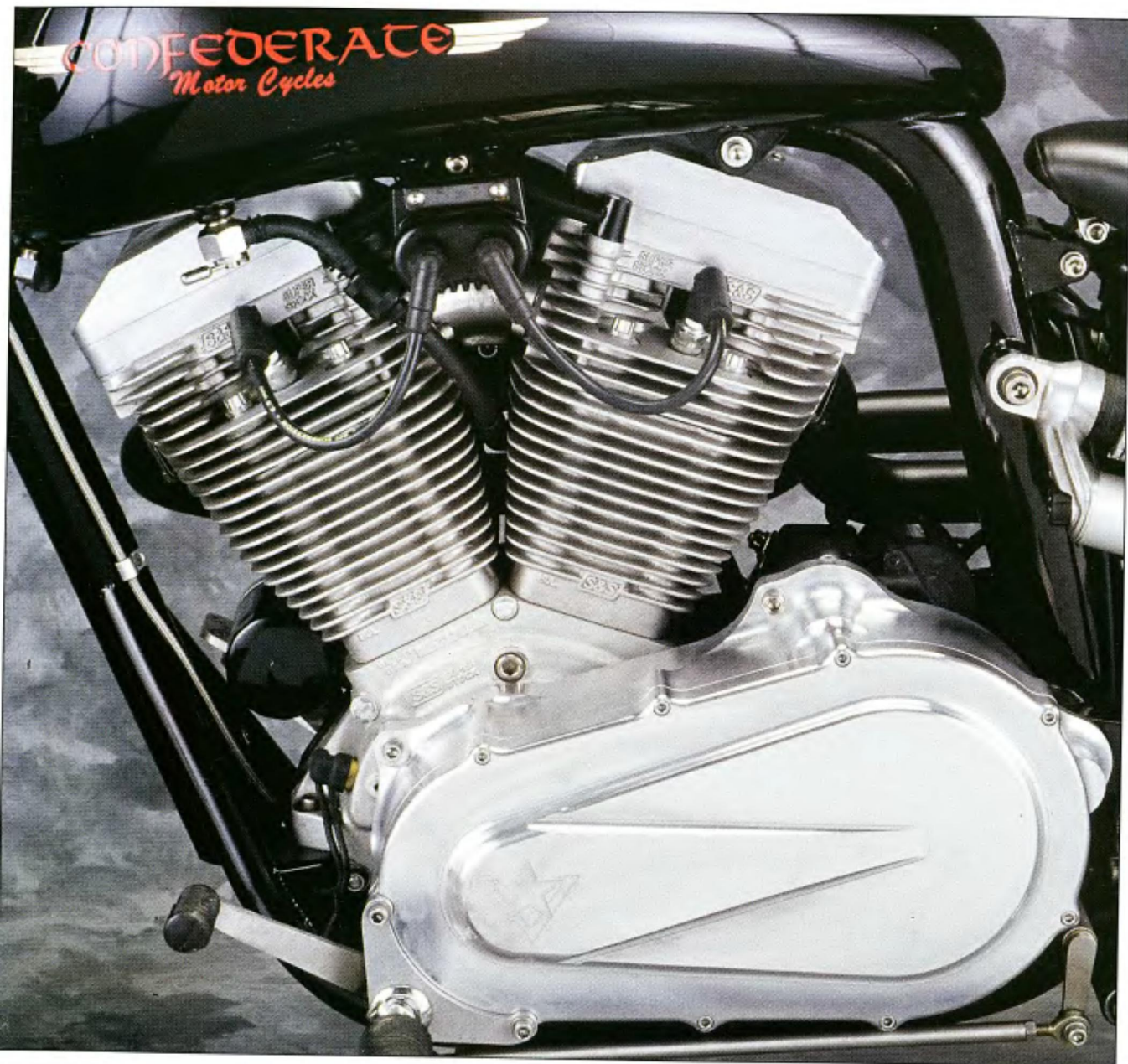
Mirrors: Drag Specialties

Grips: S&S

Paint

Color(s): jet black

Photos: Don Rogers



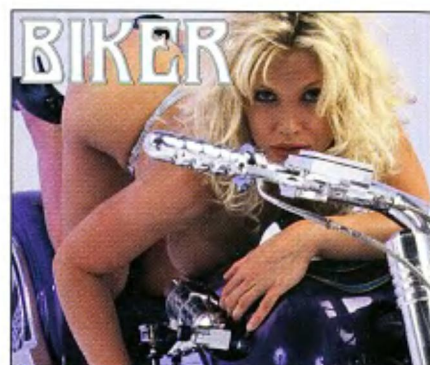
limits of its performance curve."

Combine a roller coaster with a rocket sled, with a Formula One car, and you get an idea of what you're in for when you order yourself up a Hellcat or American GT. The bikes pride themselves on structural integrity and come with a 12-month/12,000-mile warranty. Hells bells! You can even buy one of them through the Myrtle Beach *Easyriders* store, or any of the other franchises and select dealers out there. To own your own personal hell on wheels contact Confederate Motorcycles, 2311 Christian St., Baton Rouge, LA 70808; (504) 383-8663. Next month, Oil Can takes a putt on Titan's 107-inch, rubbermounted Road Runner. Keep an eye out!

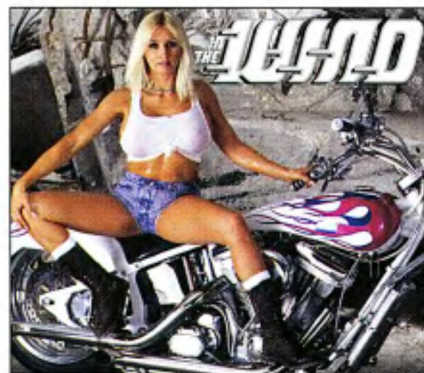
—Pliny the Elder

COMING AT YA

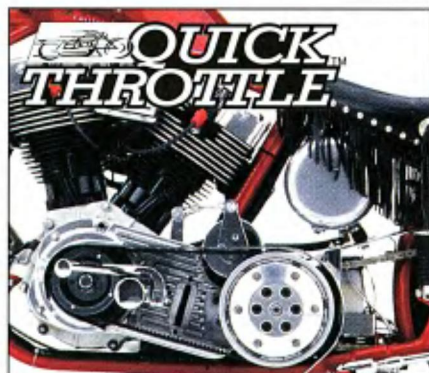
Whoo-hoo! Happy damn New Year. Yeah, it's the **January** issue, the beginning of another year of the best bikes, babes, fiction, jokes, news, Tech Tips, and event coverage you'll find in print—anywhere. We give you more friggin' entertainment than you deserve, dammit. Naturally, we start off the New Year with a bang. First off, we'll pour you a double shot of top-shelf bike building talent, with customs created by masters Arlen Ness and Dave Perewitz. We'll follow that up with chasers in the form of Domenic Mingirulli's '46 Knuckle, Paulie DaLostino's 1954 Pan chopper, and the release of Harley-Davidson's new Road King cop bike. On the event front we'll feature coverage of the Four Corners Run in Durango and L.A.'s Run For The Wild, and our Christmas Guide (remember, this goes on sale in November) makes it easy to do your shopping from the comfort of your recliner. We'll also bring you up-to-date on the world's most intrepid two-wheeled traveler—Dave Barr—and we'll follow Snake into the underbelly world of the rat bike rider. Our resolution is to make this year of *Easyriders* our best yet—be there for it. On sale November 25



It's Christmas time, and we know you've been bad, but were gonna give ya what you want anyway. The **January** issue of *Biker* has got four—count 'em, four—bike features with tits and ass on each and every one of 'em. We've also got a dynamite T&A special feature for ya, and more nekid event coverage than you can shake yer willie at. Oh, yeah, there are some toy runs, too—can't forget the holiday spirit. See that and all the unnatural stuff ya love. On sale December 4

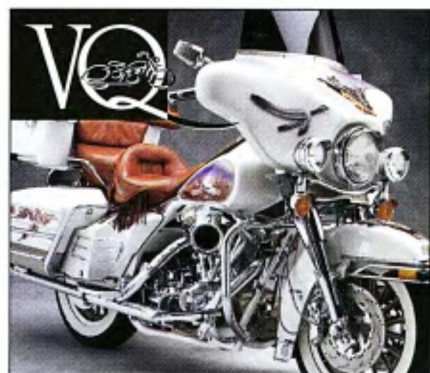


We turn the corner on a new year and inch our way to the next millennium with the **January** issue of *In The Wind*. With lots of shots taken during the '97 riding season, '98 promises to get off to a kicking start, from big events to backyard bashes. The uniqueness of our lifestyle comes across with dozens of personalized license plates on display. A dashing dolly trying to make her way in life—on the p-pad of a highway flyer—takes the centerspread. Check it out. On sale now



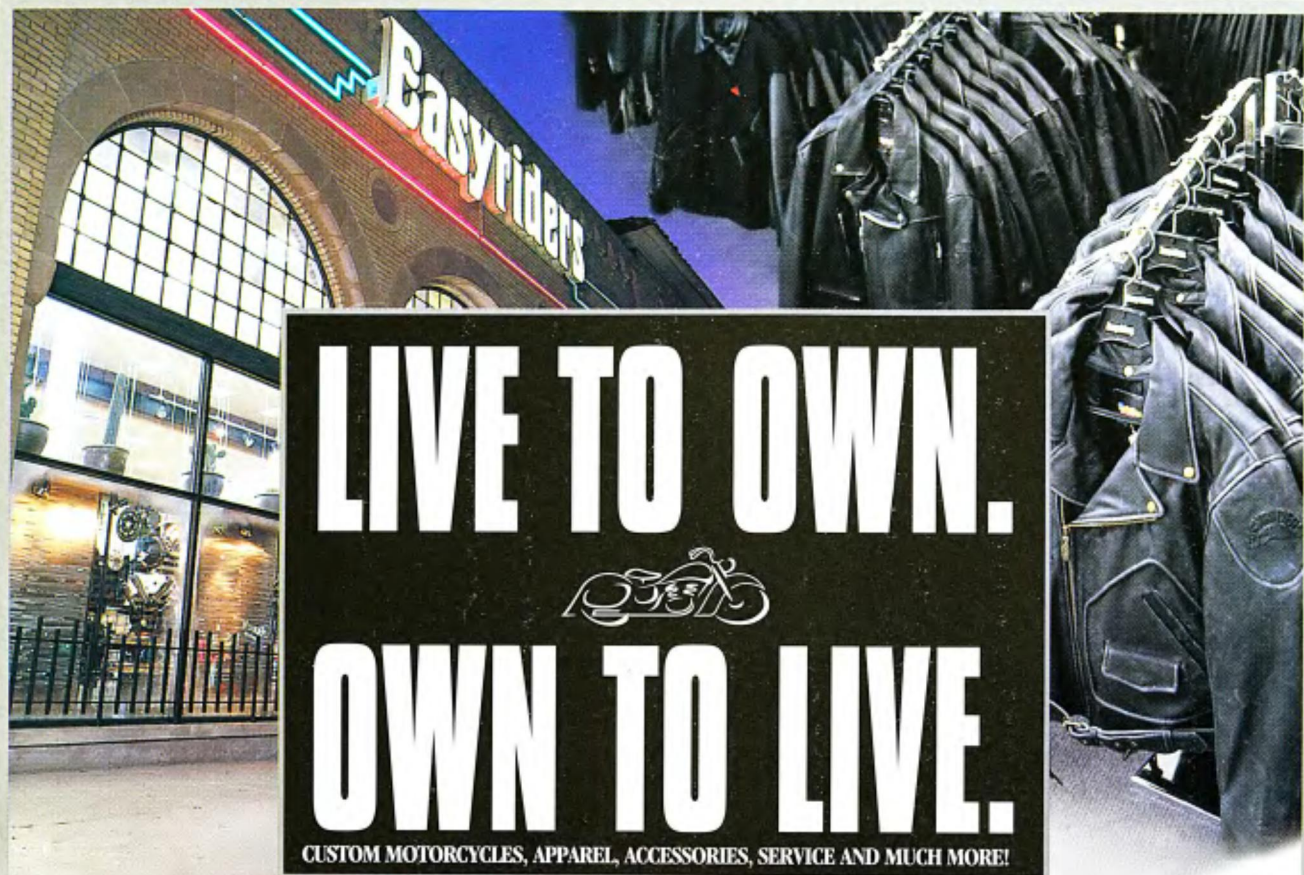
Roar into the New Year with the **January** issue of *Quick Throttle*. We've got speedy scoots guaranteed to knock your socks off, including Rip's Shovelhead and Russ Flickenger's tricked-out Softail. You don't want to miss the Sturgis drag racing and Loudon street bike action. We'll complete your high-octane experience with techs on chassis blueprinting, tank extending, and balancing. There's plenty of news from the pits, plus a tour of Baisley's.

On sale now



VQ No. 17, **December**, is wrapped up and ready to celebrate the season. Our Yuletide extravaganza begins with a toy run, Beverly Hills style, complete with Hog-riding celebs and high-dollar donations. Our Moto Mall is crammed full of holiday gift giving ideas for the discriminating biker, and a bevy of iron beauties, from Richard Jordan's white tiger FXSTC to Arlen Ness' latest sensation, to James Vestring's '47 Flathead, are more than enough to top any rider's wish list. On sale now

AMI.....28	Castle Motorcycle Co.....107	Edelbrock.....109	J & P Cycle.....26	Performance Machine.....131
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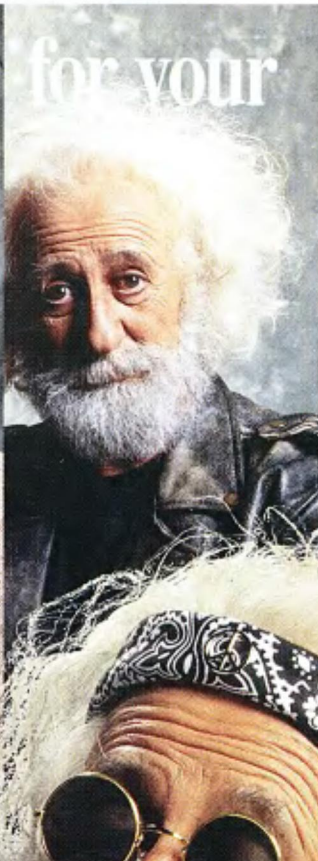
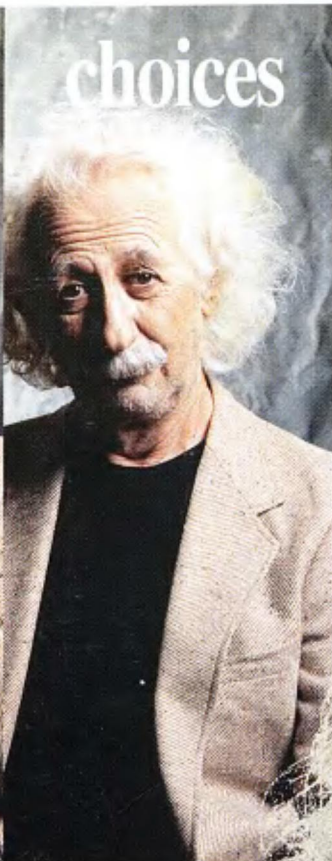
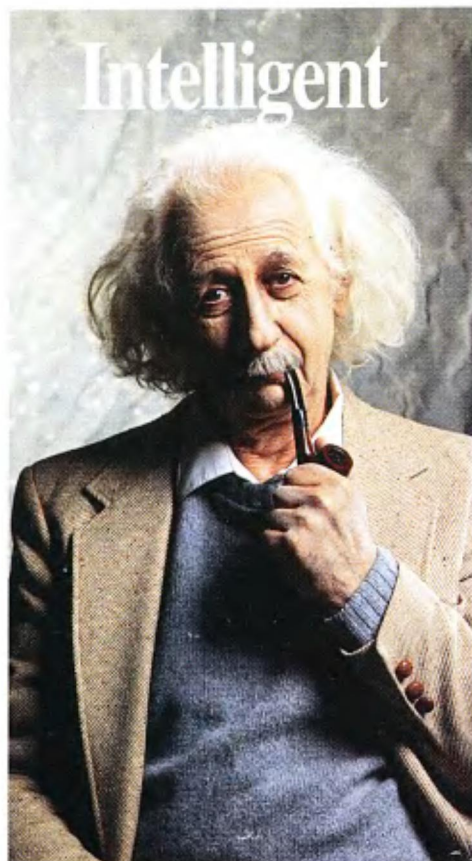
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